THE
Fisherman
March 24th — March 30th, 1988, No. 12 75¢
Long Island, Metropolitan New York Edition

030272
E HOOKER
53 LOCUST AVE
ISLIP NY 11751

★Friend to Sport Fishing Award★
★Tag-A-Tuna For Tomorrow★
★Ahern on Flounder★
★New York Bight Hotspot★

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OPEN LATE EVERY NIGHT

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WORLD'S LARGEST GUN & TACKLE DEALER

Nobody anywhere beats us for

★ *PRICE*
★ *SELECTION*
★ *SERVICE*

Spring Flounder SPECIALS

Daiwa 27H Sealine Levelwind Reel

- Smooth multi-disc drag system
- High-speed retrieve
- Die cast aluminum spool
- Rugged one-piece alum. frame
- Oversize machine cut gearing
- Reel weight - 15.1 ounces
- Line capacity (lb. test/yards) 12/290 • 14/230 20/195

Sale $39.99

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1 Quart **$3.49** 1/2 Gal. **$5.49**

ANDE 1 LB. SPOOL

Colors: Pink, Clear & Gunmetal
Available 15 - 80 lb. test

Sale $15.99

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FISH OUR BIG EDELMAN'S OPEN TOURNAMENT

Saturday, July 9, 1988

EDELMAN'S

$20,000. in Prizes

Beat Early Entry June 1 for additional $5,000. in prizes!

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EDELMAN'S

MASTERCARD AND VISA ACCEPTED!

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NORTH OF REPUBLIC AIRPORT
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Sat. 9:30-8:00 P.M.; Sun. 11 A.M.-5 P.M.

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ONE BLOCK EAST OF NICHOLS RD.
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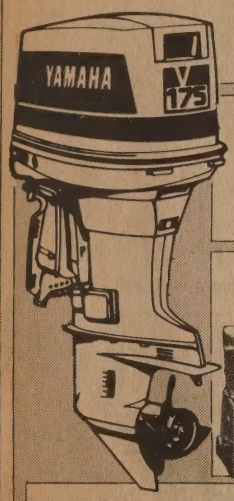
Hours: Daily 10-9
Sat. 9-5:30, Sun. 11-5

RT. 46 WAYNE, NJ
Phone: (201) 256-2071
Prices & availability may vary at Wayne

GWB - West off at Totawa - Little Falls Exit 46 West ½ miles
LINCOLN TUNNEL - RT. 3 West to RT. 46 West 7 miles
VERRAZANO BRIDGE - Parkway North exit 153B 46 West 7 miles

FRED CHALL MARINE SUPPLY AND YAMAHA OUTBOARDS

SUPER SPRING SAVINGS!



NO BETTER DEALS ANYWHERE ON YAMAHAS!

2 H.P. - 225 H.P. • 2 Year Warranty!
New Yamaha 4-Stroke

KING 1350 CHART RECORDER

ONLY 6 LEFT

Unheard of at **$499**

BENSON AUTOMATIC WINDLASS

Model 27 "A"
1/2" line for boats up to 30'

$499.

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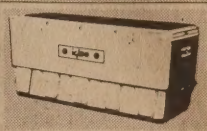
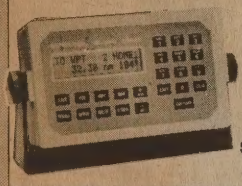


162 qt.	$149.88
128 qt.	$119.95
92 qt.	$74.95

Polyform RIBBED FENDERS

Model	List	Reg.	SALE
6 x 20	$27.95	$16.79	$14.99
8 x 20	$41.95	$24.98	$21.79
10 x 26	$69.95	$41.98	$37.49
12 x 34	$96.95	$57.98	$51.99

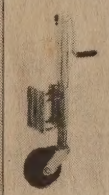
Available in White or Blue



MICROLOGIC

ML-8000 and EXPLORER
WATERPROOF LORANS
No Lower Price Anywhere!

EXPLORER	ML-8000
$574.95	$979.00



SHELBY TRAILER JACK

(Screw Type)

- Hvy construction
- Easy to crank
- Heavy zinc plated finish
- 750 lb. capacity
- Bolt-on top mounting
- Plastic wheels

List $62.95 **$36.95**

SAVE 45%

INTERLUX BOTTOM PAINTS
INT 669
Fiberglass Bottomkote

Qt.	Gal.
List $30.75	List $119.95
$16.89	$60.95

New

WHEN YOU'RE OUT THERE...YOU NEED THE BEST!

STANDARD TITAN + V.H.F.

Lowest Prices!
The lowest price quality V.H.F. presently available!

Also the New
STANDARD "EXPLORER II"

SPORTMAN'S FOLDING CHAIR

Heavy duty double framed aluminum, strong and comfortable.

No. 1120 E
List $160.00
Now $94.95

SAVE 50%

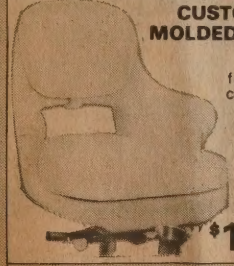
GLOUCESTER BOTTOM PAINT
More copper for less dollars
Dura Poxy

Qt.	Gal.
List $30.75	List $111.30
$15.39	$54.95

Famous Maker
BACK TO BACK LOUNGE SEAT

Available in All Colors
$129.99 each

CUSTOM MOLDED SEAT



Includes full snap on cushion set and slide mount with 15" pedestal.

List $199.
$119.95

CENTER CONSOLE SEAT

With Insulated Base

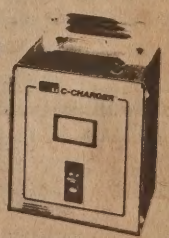
Swing-back seat with double-walled foam insulated base serve as a baitwell or ice chest. Both the interior and exterior of the base are rugged polyethylene for years of trouble-free use. Available with white upholstered cushions. Dimensions of the base are 16"Dx31"Wx15"H.

List $225. **$169.95**

CHARLES C-CHARGER

15 Amp. Battery Charger.
All stainless steel housing makes this the finest charger in the industry!

$159.
30 Amp - $269.



FRED CHALL MARINE SUPPLY

Prices in this ad good thru April 8, 1988

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5 Atlantic Plaza, Freeport, N.Y.
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Hours: Mon., Thurs., Sat. 8-6; Fri. 8-9; Sun. 9-3
(Yamahas available at Freeport store only!)

Route 25A, Northport
(At Northport Marine Center)
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Hours: Mon.-Sat. 8:30-6; Sun. 9-3

AT INNOVATOR OUR R&D DEPARTMENT IS THE SEA.

Some of the world's richest fishing grounds gave birth to this nimble new sportfisherman. Over 2,000 hours of sea trails, and three prototypes later, The Innovator 31 has hit the tournament circuit with a vengeance.

Not since the introduction of the now famous 31 Bertram, some twenty seven years ago, has there been so much talk about "The Perfect Fishing Boat." The single-minded character of the Innovator 31 is refreshing, when one stops to consider the number of pseudo "Fishing Machines" on the market today. One of Boating Magazine's Top 10 for '87, The Innovator 31 can be seen at...

Innovator 31
Flybridge Sportfish

LOA	30'10"
Beam	10'4"
Draft	2'5"
Displacement (approx.)	11,000 lbs.
Fuel Capacity	215 gals
Water Capacity	60 gals
Cockpit	75 sq. ft
Power	Twin Diesel

Low Interest
Financing
Trades Accepted

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Fishing Boats
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FOR SPECIAL
INTRODUCTORY PRICE!

Located at Hoffman's Anchorage / 602 Green Avenue, Brielle, NJ / 201-223-6464

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Capt. Jim (Frigate Bird) Watts / Capt. Phil (Pepperoni) Pegninelli / Capt. Rich (Flying Mako) Barlow

THE Fisherman
LONG ISLAND, METROPOLITAN NEW YORK EDITION
Volume 23, Number 12 March 24th, 1988

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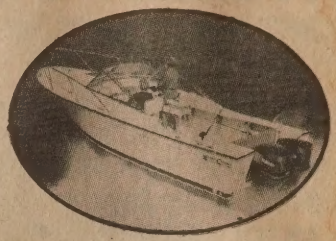
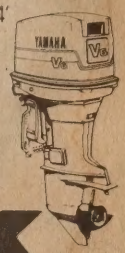
ABOUT THE COVER:

Senator Owen Johnson and Fisherman editor Fred Golofaro, co-recipients of the New York Sport Fishing Federation's "Friend To Sport Fishing Award," were honored at the New York Sport Fishing Forum held on March 6th at SUNY Old Westbury. Making the presentations are NYSF vice-president, Jim Selfridge and president Charlie Johnson.

North Coast
SPORTFISHING BOATS, INC.
AMERICA'S FINEST WIDE BODY FISHING BOAT!

In stock for Spring Delivery!
Beam 9'2" • Length 24'
Fuel 193 gallons
5 Year Hull Warranty


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K&K OUTBOARDS
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IFREE
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19' CENTER CONSOLE
★ Unsinkable! Foam Filled Unitized Construction
★ Interlocking Stringer System
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★ Welded Stainless Steel Rails
★ Stainless Steel Steering Wheel
★ Non-Skid Decks
★ Hand Lay-Up Fiberglass Hulls
LEGEND
190 CENTER CONSOLE
w/100 H.P. ELTTO MARINER
SPECIAL INTRODUCTORY OFFER!
$11,700.*
*PLUS DEALER FREIGHT
16' & 17' Models also avail.

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Outboard & Outdrive

HYDROFOIL

Lifts Like An Airplane Wing

- PLANE OFF IN 1/2 THE TIME
- STAY ON PLANE AT A LOWER R.P.M.
- STOPS POUNDING and PORPOISING
- ELIMINATES BOW RISE and CAVITATION
- INCREASES STABILITY, IMPROVES CONTROL
- ABSOLUTELY PAYS FOR ITSELF IN FUEL SAVINGS

SKEPTICAL? — 100% SATISFACTION GUARANTEED —
Unbreakable and easily installed, Outboards under 30hp. $59.95, over 30hp. and I/O,s $67.95, Volvo 280,290 $107.95. NYS residents add 8% Tax.

DOEL-FIN-IZE NOW!
Increase Your Boating Pleasure
And Save On Fuel All Season

CUSTOMER COMMENTS

BAYLINER
RON F. LAKEWORTH, FL 1/13/88
28' TROPHY 260hp VOLVO 280
"I USE MY BOAT FOR DIVING, AND CARRY LOTS OF HEAVY GEAR. THE DOEL-FINS GET THE BOAT ON PLANE FASTER AND REDUCED MY PLANING SPEED BY BETTER THAN 400 RPM. THEY WERE DEFINATELY WORTH THE MONEY!"

HYDRASPORT
JOHN L. GROTON, CT 1/14/88
24' CENTER CONSOLE, 185hp JOHNSON
"THE DOEL-FIN IS SUPER, ON A FIFTY MILE RUN OUT TO THE BUTTERHOLE OFF MONTAUK POINT MY FUEL CONSUMPTION WENT FROM 60 GAL. TO ABOUT 40 GAL. I'M ABLE TO TRIM PERFECTLY NOW, THE BOAT IS MUCH DRYER AND SMOOTHER. IN A 4' SEA THEY MAKE ONE HECK OF A BIG DIFFERENCE. THEY'RE THE BEST INVESTMENT I EVER MADE IN THE BOAT."

SEA OX
PETE G. MIDDLESEX, NJ 1/14/88
23' CUDDY, 200hp MARINER
"YOUR DOEL-FINS ARE INCREDIBLE! WITH 6 PEOPLE AND GEAR, IT PLANES AT 2200 RPM, IT WAS PLANING AT ABOUT 3300 BEFORE THEM, CAVITATION HAS BEEN TOTALLY ELIMINATED IN HARD TURNS. THE ENTRY HAS IMPROVED 100%, THERE IS NO POUNDING AT ALL AND HANDELING IS BETTER IN A FOLLOWING SEA. I'D SAY MY FUEL ECONOMY HAS IMPROVED AT LEAST 10-15%, YOU CAN TELL THE ENGINE ISN'T WORKING AS HARD AT 3000 RPM IT'S MUCH QUIETER. ABOUT 10 OF MY FRIENDS BOUGHT THEM AND THEY'RE ALL PLEASED!"

SEA SPRIGHT
CLARENCE N. LEHIGHTON, PA 11/7/87
17' BOWRIDER, 120hp MERC I/O
"I WAS SKEPTICAL AT FIRST, BUT NOW I'M A BELIEVER. MY BOAT; HANDLES BETTER, RIDES SMOOTHER THROUGH CHOPPY WATER, PLANES FASTER, HAS NO BOW RISE, AND PICKED UP ABOUT 5 MPH. IF THIS SOUNDS LIKE A TESTIMONIAL, YOUR RIGHT! I ONLY WISH I HAD PUT DOEL-FINS ON 4 YEARS AGO WHEN I BOUGHT THE BOAT."

DOEL-FIN MAGIC

Nyalic — clear protective coating

NEVER SCRAPE OR PRESSURE WASH AGAIN. Originally developed for AeroSpace use, Nyalic permanently seals the surface of Fiberglass or Metal. Once applied our nylon based coating allows you to wipe your Hull, Outboard or Outdrive clean with a cloth, EVEN AFTER BEING IN THE WATER FOR A FULL SEASON!

WILL NOT CHIP, CRACK, FADE, YELLOW or PEEL. Restores oxidized surfaces to a new, lustrious appearance. Approved by the EPA for Aquatic Life, Nyalic is the perfect replacement for Bottom Paint.

13 oz. Aerosol Can	(Two Outboards or Outdrives)	$ 9.95
Quart Can	(Covers approx. 250 sq. ft.)	$ 29.95
Gallon Can	(Covers approx. 1000 sq. ft.)	$104.95

FISH SEEKER LURE DEPTH CONTROLLER

SEEK OUT THE STRIKE ZONE FAST!! Keep Bait at selected depth from 3ft. to 80ft. without use of Sinkers or expensive Downriggers. Tracks true using only 100-150 feet of line for any depth!

SATISFACTION GUARANTEED, Superior to a Planer, next to no drag, giving much more "feel". $6.95 ea., $5.95 ea. 3 or more. NYS residents add 8% Tax.

ATLANTIC DOEL-FIN INC.
638 Willis Ave., Williston Park, N.Y. 11596
516-741-3437 — FAX 516-742-0710

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Our Order Desk Is Open 7 Days A Week!

THE Fisherman

Staff

Long Island, Metro N.Y. Edition
P.O. Box 1994, Bridge Street
Sag Harbor, New York 11963
(516) 725-4200

Editor
Fred Golofaro
Advertising Manager
Stu Miller
Office Manager
Christine Reina
Receptionist
Jenny Merritt
Field Editors
Dick Mermon, John Raguso, John Fritz
Tom Schlichter, Marty Garrell
Lorry Mangan

Corporate Headquarters
P.O. Box 1994, Bridge Street
Sag Harbor, N.Y. 11963
President
Richard Reina
Publisher
Richard S. Reina
Associate Publisher
Pete Barrett
Managing Editor
Tim Coleman
Editor
Fred Golofaro
Advertising Director
Gary Caputi
Art Director
Production Manager
Allison Eagle
Advertising Art Director
Carolyn Brewer
Production Staff
Pamela Beery, Gilda Muschette
Anthony Guilbert, Robert Manca
Barbara Hill
Subscription Manager
Shelly Rodriguez
Comptroller
Margaret Senesi

Delaware, Maryland, Virginia Edition
Editor: Eric Burnley
Advertising Manager: Gary Diamond

New England Edition
Editor: Tim Coleman
Advertising Manager: Mary Motherway

N.J., Delaware Bay Edition
Editor: Ken Freel
Advertising Manager: Bob Baliatico

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CAYMAN ISLANDS MARLIN!

"Those who fish us, love us."

Those who know us, love the exceptional blue marlin fishing that waits within sight of our magnificent, white-sand shores. Just outside our protective reefs, crystal clear waters dropping to depths of 6000 feet are home to marlin, tuna, dolphin, wahoo and more. Best of all, our records show consistently spectacular catches year-round, whether it's in the deep sea, in the hidden lakes and canals where the high-jumping tarpon thrive, on the sunny flats that serve as home to speedy bonefish, or among

our beautiful reefs where you can enjoy great bottom-fishing. Whatever your fishing pleasure, you'll love it in The Cayman Islands. You'll also love our people, whose warmth, courtesy and fishing expertise make a vacation here unforgettable. And after you fish, set aside some time to tan on our sparkling beaches, dive in our underwater wonderlands, explore our fascinating sights, dine on Island and Continental delights and shop in our many duty-free boutiques. The Cayman Islands. We've got so much for you to get hooked on!

CAYMAN ISLANDS

Department of Tourism Sales Offices: Atlanta/Chicago/Dallas/Houston/Los Angeles/Miami/New York/Tampa/Toronto/London

Pass It On

NEW SLATE FOR FIRE ISLAND ANGLERS

Fire Island Anglers announces their officers for 1988: Chairman, Joseph Paradiso; Co-Chairman, Frank Pristera; Treasurer, Ray Whittman; Fishing Chairman, Bill Biscardi; Secretary, Angelo Dituri.

The new meeting place for the F.I.A. is the Bay Village Inn, Route 110, Amityville. Membership is now open for all interested anglers; boat ownership is not required. Meetings are the 2nd and 4th Thursdays of the month. All membership dues go back to the anglers as prizes.

ATTENTION: DISTRICT 3 POWER SQUADRON AND YACHT CLUB MEMBERS

Freeport Marine Supply once again is planning to have an Open House Sale for District 3 Power Squadron and Yacht Club Members only. Please mark your calendar for Friday, March 25th, between 6:30 and 9PM. We will be offering special prices on all our merchandise this evening only.

Complimentary refreshments will be available.

GREENPORT PARTY BOATS THREATENED WITH RELOCATING

The Greenport based party boats Peconic Star I, Peconic Star II and Brand X have been informed that they will no longer be able to continue operating out of Mitchell's Dock in Greenport.

The prospect of no dock space for these vessels could strike a serious blow to anglers from all over the Long Island, Metropolitan New York area who regularly take advantage of the fine flounder, blackfish, porgy and bluefish action that occurs in these waters. Recreational fishing is a major source of tourism in this area and the local economy will also be victimized should it be necessary for these boats to relocate to another port.

The only viable alternative to Mitchell's Dock, which is privately owned, appears to be the Greenport Village Dock which is leased by the Village from the MTA (Mass Transit Authority). The most encouraging news concerning the use of this dock by the open boat fleet is a quote attributed to Greenport's Mayor Hubbard who back on May 20, 1986 stated that "If Mitchell's Dock were to become unavailable, the Village Board would meet and have space available at the MTA dock within 8 hours."

The North Fork Captain's Association, as well as the many anglers who depend on these boats for their North Fork fishing, are hopeful that before the new season gets under way, these popular boats will have found a "new home" in Greenport.

THE GREATEST BLUEFISH CONTEST ON EARTH

WICC Radio will conduct the sixth annual Greatest Bluefish Contest on Earth during the weekend of August 20 and 21, 1988.

The guaranteed minimum cash prize amount will be increased to $30,000. It will be distributed as follows: 1st prize, heaviest bluefish, $10,000; 2nd prize, next heaviest bluefish, $5,000; 3rd prize, next heaviest bluefish, $3,000; 4th to 15th prize, next heaviest bluefish, $1,000 each.

The entry fee will be $22. For more information, contact Ray Gardella at (203) 366-9383.

DIAMOND MARINE CATERING TO THE NEEDS OF OUTBOARD POWERED ANGLERS

Diamond Marine is a new facility tailored to meet the needs of the V6 and V8 outboard powered fisherman. In addition to precision machining, welding, and fabricating capabilities, Diamond also has a state-of-the-art powerhead dynamometer for custom-tuning engine packages to any fisherman's special needs. Stock, heavy-payload, and high performance outboards can all benefit from accurate dynamometer testing.

Some of Diamond's standards services include: custom blueprinting, block porting, resleeving damaged cylinders, cylinder head milling and reconditioning, and complete motor rebuilding. On-premises aluminum and stainless steel welding is available for repairs, modification, or custom fabrication.

Give them at call at (516) 249-6394 or stop by 108 Verdi Street, Farmingdale, NY 11735.

OUTBOARD BARN OPENS IN FREEPORT

Jim Roy and Guy Dirmeir, owners of the Outboard Barn, with locations in Babylon, Islip and Lindenhurst, announce the expansion of their company with the opening of a new Outboard Barn location on the Nautical Mile in Freeport, Long Island.

The Freeport facility has a 3,200 square foot showroom for boat displays and a large service area to provide full boat and motor service as do all other Outboard Barn locations. The Freeport located, located at 380 Woodcleft Avenue, has ample parking for customers.

The Outboard Barn features the full line of the famous Boston Whaler fiberglass boats known for their unsinkability and 10 year transferable

MARINER OUTBOARDS

NEW YORK

Amsterdam
ALPIN HAUS
518-843-4400

Babylon
C&S BABYLON MARINE
516-587-0333

Baldwin
SEADOOR MARINA, INC.
516-378-9559

Commack
COMMACK HARBOR MARINE
516-499-5314

Copiague
MUSCLE BOATS
516-789-3311

East Patchogue
DICKSON'S MARINE
516-475-1445

Flushing
BUD'S MARINE SERVICE
718-507-6618

Hampton Bays
FRANK'S LANDING
516-728-0619

Island Park
AERO MARINE
516-431-5061

Kattskill Bay
PILOT KNOB MARINA
518-656-9211

Mattituck
VILLAGE MARINE
516-298-5800

Mineola
TWO WHEEL CORP.
516-248-5775

Montrose
MONTROSE MOTORS
914-737-8749

New Rochelle
POLYCRON MARINE
914-632-4088

New Winsor
ORANGE BOAT SALES
914-565-8530

Oyster Bay
OYSTER BAY MARINE
516-922-8010

Port Chester
WESTCHESTER AVE. MARINE
914-937-1352

Port Jefferson Station
J&J MARINE
516-928-2220

IF YOU DECIDED AGAINST A MARINER, IT MUST BE EATING AT YOU BY NOW.

Once upon a time, this sad-looking outboard was just as new and shiny as a Mariner outboard.

But somewhere along the way, a lack of corrosion protection began to catch up with it.

At Mariner, we know what it takes to fight the corrosive effects of saltwater. For example, we make a special aluminum alloy for our outboards, which independent testing proves is more resistant to corrosion than alloys used by any other manufacturer. One of the secrets to that alloy is reduced copper content. Three to 18 times less copper than the competition.

And that's only the beginning of what we do to fight corrosion.

We put critical engine parts through our exclusive EDP (electro-deposition painting) process. It electrically bonds an epoxy coating to the metal so every square inch of the part is protected from corrosion. On top of that, we apply a 14-step baked enamel paint finish. And we make our driveshafts, propshafts and many other internal engine parts from corrosion-proof stainless steel.

It's one thing to talk about corrosion protection. It's quite another thing to stand behind it. But Mariner does. With the only 3-year limited corrosion protection warranty in the industry.

It states that if any component covered by the warranty malfunctions as a result of corrosion, we'll pay the cost of repair. You can be sure we wouldn't make a statement like that unless our outboards could back it up.

If you're a little less confident about the outboard you're running now, we suggest you see your Mariner dealer. For the name of one near you, write: Mariner, P.O. Box 1939, Dept. SW, Fond du Lac, WI 54936-1939. There's no reason to let it eat at you a minute longer.

MARINER® OUTBOARDS
BETTER IN THE LONG RUN.

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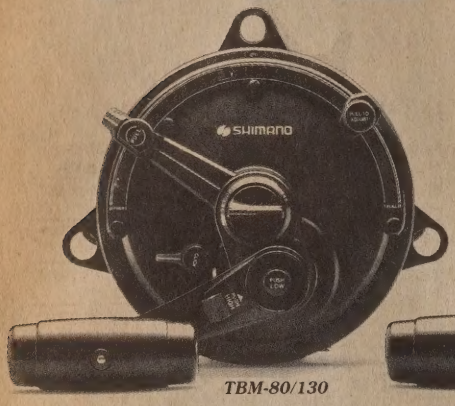
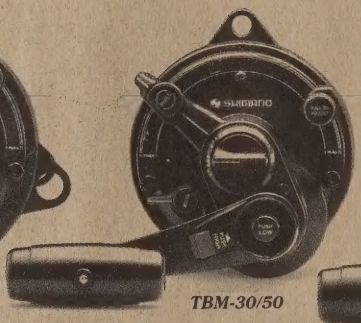
Who Love

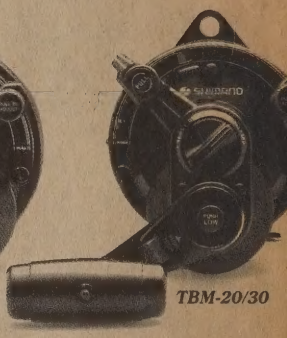


TBM-80/130

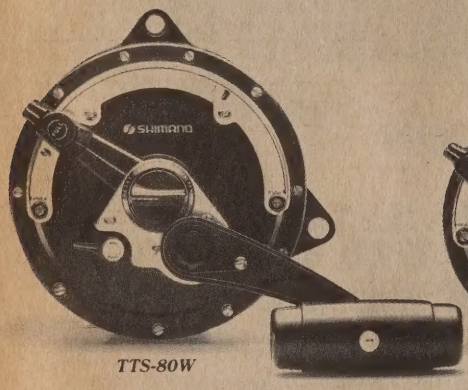
TBM-50/80



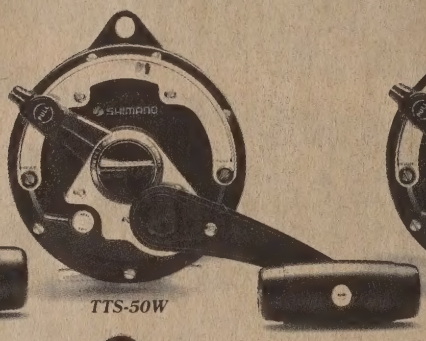
TBM-30/50



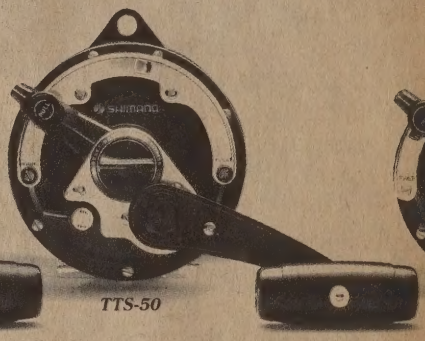
TBM-20/30



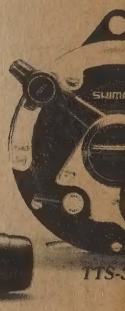
TTS-80W



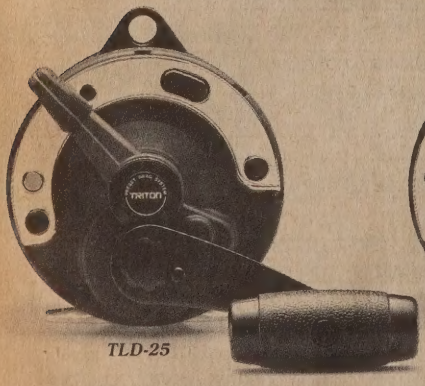
TTS-50W



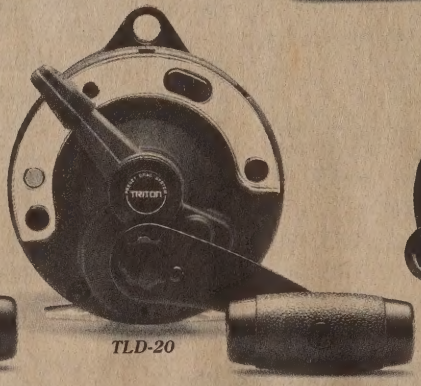
TTS-50



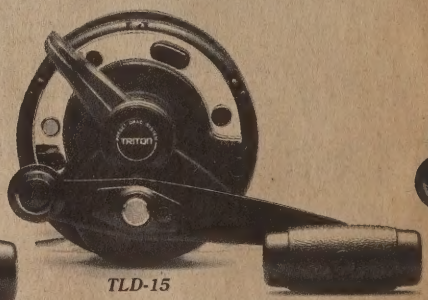
TTS-



TLD-25

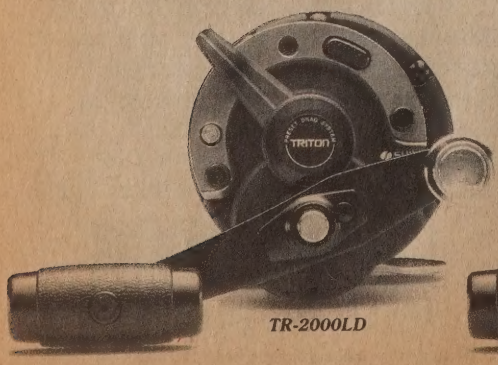


TLD-20

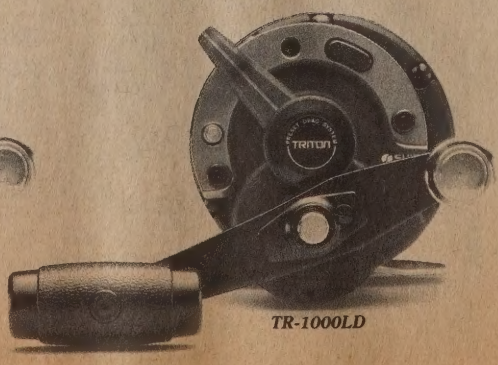


TLD-15

TLD-



TR-2000LD



TR-1000LD

s Ya, Baby?

Is any other rod and reel company more committed to you, the big water, lever drag fisherman, than Shimano?

Sure, every big water tackle company wants you to believe they are.

But here's something to think about.

Why didn't *they* spend nearly $1.25 million to develop a reel like Shimano's BeastMaster™? The first and only lever drag reels with the ability to handle two different line tests (without a re-build), with two speeds, two STRIKE positions, an adjustable max, 5 stainless steel ball bearings, and world-record line capacities.

Or if that was too tough, why didn't they come up with the Triton® Trolling Series? The reels that totally revolutionized big game lever drag fishing and, for the last three years, have outfished everything else on the water.

Why didn't they incorporate *their* lever drag technology into smaller lever drags, like our Triton® TLDs,® so you could fish lighter line with lever drag confidence?

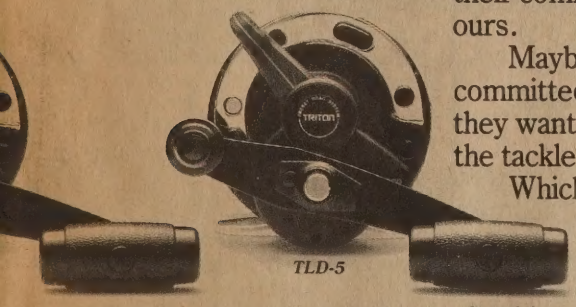
And if they were *truly* as committed as they'd like you to believe, why didn't they realize that fresh and saltwater downrigger fishermen could use a lever drag like our Triton® "Charter Special"™? The world's *only* lever drag reel with a levelwind.

Well, maybe it's because their commitment differs from ours.

Maybe it's because they're committed to building the tackle they want to sell, rather than the tackle you actually need.

Which brings up something else to think about:

If they're not committed to *you*, should you be committed to *them?*



TLD-5

TRITON® BEASTMASTER™ 2-SPEED

Model No.	Wt. (oz.)	Gear Ratios	Ball Bearings	Line Capacity Lb. Test/Yds
TBM-80/130	*134.0*	*High–2.4:1; Low–1:1*	*5*	*Mono 80/1200*; 130/500**
TBM-50/80	*97.0*	*High–3:1; Low–1.2:1*	*5*	*Mono 50/1000*; 80/600**
TBM-30/50	*69.5*	*High–3.5:1; Low–1.4:1*	*5*	*Mono 30/1100*; 50/600**
TBM-20/30	*56.9*	*High–3.5:1; Low–1.4:1*	*5*	*Mono 20/1200*; 30/800**

**When using Dacron line, capacities will be approximately 10% greater.*

TRITON® TROLLING SERIES

TTS-80W	*106.0*	*2.4:1*	*4*	*Mono 80/1100*; 130/430**
TTS-50W	*67.0*	*3.3:1*	*4*	*Mono 50/900*; 80/550**
TTS-50	*63.5*	*3.3:1*	*4*	*Mono 50/650*; 80/400**
TTS-30	*56.4*	*3.5:1*	*4*	*Mono 30/850*; 50/470**

**When using Dacron line, capacities will be approximately 10% greater.*

TRITON® TLD®

TLD-25	*24.5*	*3.6:1*	*4*	*30/600; 40/450; 50/350*
TLD-20	*23.6*	*3.6:1*	*4*	*20/700; 30/450; 40/330*
TLD-15	*18.6*	*4.2:1*	*4*	*17/560; 20/450; 25/350; 30/300*
TLD-10	*17.0*	*4.2:1*	*4*	*14/450; 17/370; 20/300; 25/250*
TLD-5	*16.3*	*4.2:1*	*4*	*14/350; 17/280; 20/220; 25/170*

TRITON® CHARTER SPECIAL™ LEVER DRAGS

TR-2000LD	*17.1*	*4.2:1*	*3*	*14/480; 17/400; 20/300*
TR-1000LD	*16.4*	*4.2:1*	*3*	*12/390; 14/330; 17/250*

For a copy of the Triton Lever Drag Owner's Manuals, send $1.00 to the address below and add, "ATTN: Triton Lever Drag Reels Owner's Manuals."

Triton® Lever Drag Reels

SHIMANO™

For a copy of our Shimano catalog and a Team Shimano patch, please send $2.00 to: Shimano American Corp., One Shimano Drive, Irvine, CA 92718.

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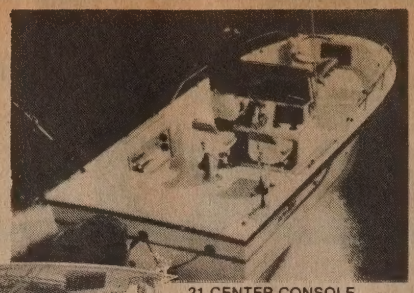
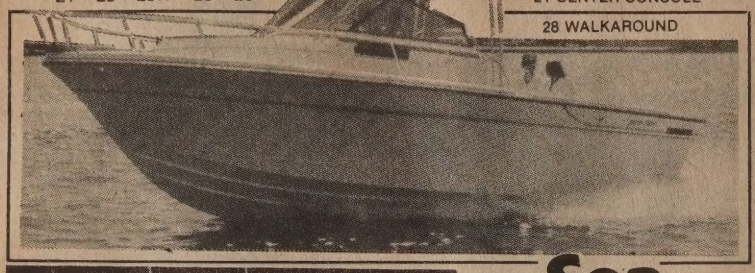
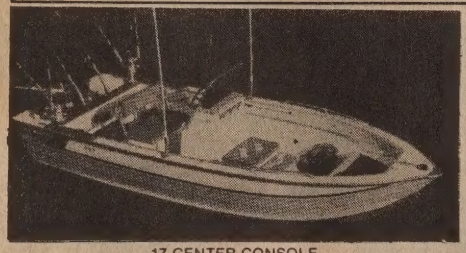
16 • 17 • 20 • 21
OFFSHORE WALKAROUNDS
21 • 23 • 23W • 25 • 28

21 CENTER CONSOLE
28 WALKAROUND


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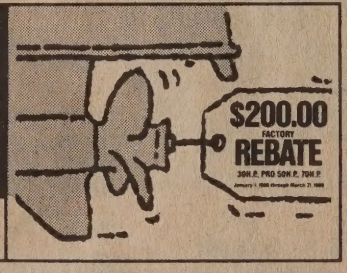
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BOAT TRAILERS by SHORELINE & KARAVAN from $299.
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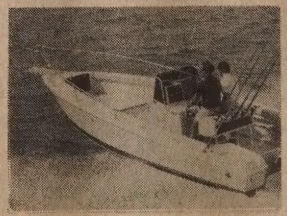
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warranty. Jim Roy was recently honored by Boston Whaler, Inc., as one of its most outstanding dealers in the country.

Jim and Guy, who have owned the Outboard Barn since 1975, credit their success to providing quality products and especially making service to their customers their number one priority. The Outboard Barn presently employs 35 people.

SPECIAL INTRODUCTORY OFFER ON EASYDRIVER RATCHET BALL TOOL

For a limited time, Creative Products, Inc. of North Bennington, Vermont is sponsoring a very special introductory offer on the Easydriver "Mini" Ratchet Ball 2-in-1 screwdriver.

The introductory set includes a lifetime guaranteed reversible ratchet ball and a 4¾" reversible drive shaft with both a #1 Phillips and a 3/16" slotted tip. Regularly valued at $5.97, the set is available FREE through June 1st. You pay only $2 for the postage and handling. Included with each tool is a catalog of the complete Easydriver line, featuring the world's finest ratchet tools for homeowners, sportsmen, mechanics, auto enthusiasts and boaters.

To receive your FREE introductory Easydriver tool and catalog, send $2 to Creative Products, Inc., P.O. Box 517, North Bennington, Vermont 05257.

SHINNECOCK MARLIN AND TUNA CLUB'S BILLFISH AND TUNA TOURNEY

The Shinnecock Marlin and Tuna Club of Long Island, will sponsor its 27th annual Billfish and Tuna Tournament starting with the Captains' Meeting on Friday, July 15th and continuing with fishing through Saturday, July 23rd. Anglers can choose any three fishing days during that week.

Prizes will be awarded in a number of categories, including: overall tournament points champion, custom 80 pound test rod and reel and award; largest billfish, custom 50 pound rod and reel and award; and largest tuna fish, 50 pound rod and reel and award. Second and third largest tuna and billfish will earn awards and there will be a light tackle award for the largest billfish or tuna caught on 20 pound test or lighter and tag and release awards for both tuna and billfish.

Under the point system, eligible species of tuna—yellowfin, bluefin, bigeye and true albacore—are worth one point per pound; white marlin are worth 7 points per pound; and blue marlin and swordfish are worth 5 points per pound. Each boat may only weigh in the three largest tuna taken each fishing day.

Entry fee is $150 and entries will be accepted as late as the Captain's Meeting on Friday, July 15 at 8PM, at Jackson's Marina, tournament headquarters, in Hampton Bays, New York. For further information, call tournament director Karl Britz, evenings at (516) 728-4133.

OTHER OUTBOARDS JUST DON'T HAVE THE METAL TO OFFER A CORROSION WARRANTY.

It's an industry first, and exclusive with Mercury: a three year limited warranty against key assembly failure.

THE METAL THAT HELPS MAKE IT POSSIBLE.

It's a special, low-copper aluminum alloy we call XK360. No other outboard manufacturer has been able to match it because it's expensive and hard to cast. But the rewards are considerable, because it resists pitting and corrosion better than anything else available. And it's at the heart of every Merc we make—gear cases, drive shaft housings, powerheads etc.

Now, add to that lots of high-grade stainless steel, special coatings and painting processes, zinc sacrificial anodes, and it adds up to the most seaworthy outboards ever made. Merc doesn't just claim it, we stand behind it with the industry's only 3-year warranty. Just one more way we're living up to the legend.

MERCURY THREE YEAR LIMITED CORROSION WARRANTY.

We warrant all 1988 production Mercury Outboard products against failure due to corrosion which renders a part or assembly inoperative—provided recommended maintenance has been followed and recommended corrosion inhibiting devices have been utilized. This warranty shall become effective only upon receipt of a completed standard product warranty registration card and shall remain effective for a period of three years from the date of purchase. (over)

MERCURY OUTBOARDS

See in the dark.

Ray Jefferson Color Radar

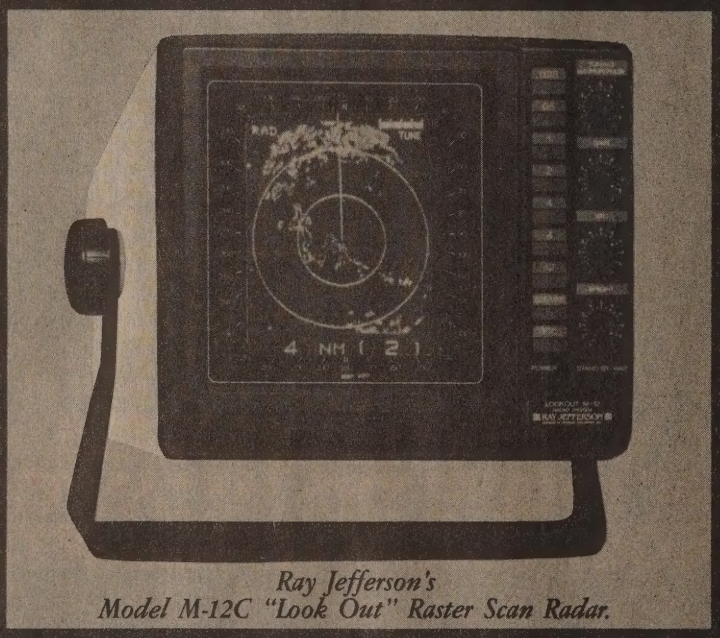
Like a cat, see where you're going in pitch black night. Know where you are in heavy fog. Navigate safely in drizzling rain. Know your exact position and the position of everything that's around you, all in vivid TV like colors.

Ray Jefferson's Model M-12C Color Radar is the best radar in its class. It combines superb target clarity, definition and brightness. It's compact and loaded with features "big ticket" radars try to boast of . . . at a price *we can* boast of!

Six distinct colors are displayed: Red, Orange, Yellow, Light Blue, Dark Blue and White with TV sharpness on a 6" CRT screen. Compact (approx. 7"H x 8"W x 11"D), it's at home on the largest yacht or smallest offshore sportfisherman. Pinpoint buoys, lighthouses, other boats and landmasses as clear as day. Deep, intense colors that don't fade between scanner revolutions. Your "eyes in the dark" will target with clarity both close in and far away. The Model M-12C lets you gauge the size of boats in your scope —even foresee storms and squalls.

The Ray Jefferson Model M-12C gives you a choice of seven ranges, ¼ nautical mile to 12 nautical miles with 3 kilowatts of power for sharp, distinct signal discriminations. Features? All you need and want, PLUS Ray Jeff's exclusive illuminated 360 degree Bearing Scale to help you determine relative bearing of targets.

The Model M-12C has all the "big ticket" radar features, including Removable Range Rings, Standby Controls, Tune Pulse Control, On-Screen Tune Status Display and Removable Ship's Heading Marker.



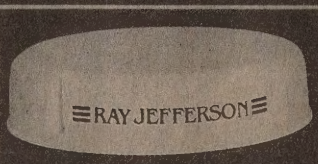
Ray Jefferson's
Model M-12C "Look Out" Raster Scan Radar.

Ray Jefferson, as you'd expect, has STC Control to suppress all clutter interference and a FTI Control to give a clear image in driving rain and blinding snow. Brightness and Gain Controls make viewing screen reading "cat eye clear" night or day.

The backlit touch tone membrane keypad makes for easy operation.

Ray Jefferson's M-12C Radar comes complete with gimbal mounting bracket, dome antenna, viewing hood, installation cable and power cable. A dome antenna mounting bracket can be purchased separately.

For a "cat's eyes" color radar at a kitten of a price, see your Ray Jeff dealer today or write for detailed information.



Sensitive as cat's whiskers is the unique antenna dome. With a 20" diameter, 8" height and weighing only 20 lbs., it's the smallest, lightest antenna around. Fits easily and compactly atop a sailboat mast, fishing boat or yacht.

RAY JEFFERSON®

THE QUALITY DOESN'T COST MORE . . . IT'S INCLUDED

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Write for FREE booklet "Exploring the Sea." Tells how to get the most fun and enjoyment from marine electronic equipment. Includes RAY JEFFERSON catalog.

RAY JEFFERSON

COLOR RADAR M-12C

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SEAFORD MARINE CORP.
3748 Merrick Rd., Seaford, NY

SHANE'S MARINE
124 E. Main St. (Montauk Hwy.)
Babylon, NY

SHANE'S MARINE
4365 Austin Blvd., Island Park, NY

SHORE MARINE ELECTRONICS
3075 Emmons Ave., Brooklyn, NY

SUNRISE MARINE & SKI
275 Sunrise Highway, Merrick, NY

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BOAT HOUSE
First Ave., Municipal Harbor
Atlantic Highlands, NJ

CAMP MARINE
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E&B MARINE
494 Market St., Perth Amboy, NJ

E&B MARINE
70 White St., Red Bank, NJ

E&B MARINE
213 Rte. 37 East, Toms River, NJ

GEAR & GADGET
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J&J MARINE ELECTRONICS
824 Highway 88, Point Pleasant, NJ

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Route 35 South, Lavalette, NJ

TRIANGLE MARINE, INC.
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New Products

VINYL FLOUNDER SINKERS

Charles Harker of Atlantic Tackle recently reminded coastal winter flounder fishermen that his company produces a complete series of special flounder sinkers with a plastic vinyl coating.

Available n a yellow color, the sinkers not only get the flounder rigs down to the bottom, they also attract winter flounder with their bright glow.

The tough finish is durable and will last for many months. Special scuffing of the sinker molds provides a sure grip surface for the vinyl coating to adhere to. Even when dropped onto the pavement, the coating will not split and the color remains bright after many uses.

For information on the Atlantic Tackle Sinkers, check your local tackle shop or write to Charlie at PO Box 2372, 17 Westshore Dr., Vincentown, NJ 08088; or call (609) 859-3624.

NEW SIR ACE BIG GAME LURES WITH SCREW ON SKIRTS

Sir Ace Ocean Lure Systems has announced the release of their big game trolling lure system into national distribution. This is the world's only true "system" of offshore artificials. The patented system uses a threaded lure head that accepts a wide variety of skirts that contain a matching threaded ring. The system includes 10 solid heads, 6 large, 5 small and a unqiue jet. The jet is offered in chrome while all solid heads are available in 5 colors.

The solid heads are all hand polished and tuned and feature moving eyes, chamfered brass rigging tubes and molded-in urethane chafe guards. Some models are weighted to swim deep. The jet head is constructed of solid brass with triple chrome plating. It features 4 inlet holes that combine in an internal chamber to form one high pressure stream. Each individual head design was developed through a program of rigorous offshore testing for maximum fish catching ability. Some designs went through over 100 prototypes to assure proper swimming and presentation.

Research continues to show that color plays an important role in triggering a game fish to strike and that the use of proper lure color can dramatically improve catches. The unique aspect of the Sir Ace system is the ability to change skirt color without unrigging the lure. Quick skirt changes mean that a variety of colors can be tried and that rigs need not be changed constantly. The system includes over a dozen different skirt colors to match the conditions of any day. Other advantages of the system include ease of storage, easy cleaning and the replaceability of lost components.

For more information contact: Sir Ace Ocean Lure Systems, P.O. Box 406, Cape May Point, NJ 08212; (609) 884-5975.

NEW AFTCO "TAILER" IS SAFER ON BOTH FISH AND ANGLER

The innovative new Aftco "Tailer" is a clean and unique way to bring a fish under control. It minimizes injury to a fish that is to be released and on a boated fish is safer for the angler to use than a gaff.

The loop of springy stainless aircraft cable can be easily slipped over the tail of the fish and with a quick pull upward, it closes instantly and snugly around the fish's tail. A swivel built into the cable allows you to keep your fish under control even when he twists and rolls, as sharks frequently do.

The Aftco MST-1 Tailer is four feet long, with a tapered aluminum shaft anodized a rich gold for lasting beauty and resistance to corrosion. The soft but rugged black grips are molded from the same non-slip material found on fine fishing rods. The 1/4" stainless aircraft cable is also highly resistant to corrosion and has a built-in spring action that keeps it open while you slip it over the fish's tail and helps it to close quickly when you pull up on the shaft. The smaller cable which actually closes on the tail is plastic coated to prevent injury to the fish.

For additional information, write or call: Ben Secrest, Aftco Mfg. Co., Inc., 17351 Murphy Avenue, Irvine, CA 92714; (714) 660-8757.

SAMPO DEVELOPS THE "POWER BELT"

Sampo, the leading name in American made angling accessories and terminal tackle, has introduced the Power Belt, an innovative new style of rod belt for stand-up big game fishing.

The Power Belt is designed to rest lower on the angler's thighs than conventional stand-up rod belts. This allows the fisherman to lift a big fish more efficiently, simply by bending his knees, rather than leaning backwards.

In so doing, the Power Belt design lets the angler luse the powerful leg muscles more, and that takes a lot of strain off the back.

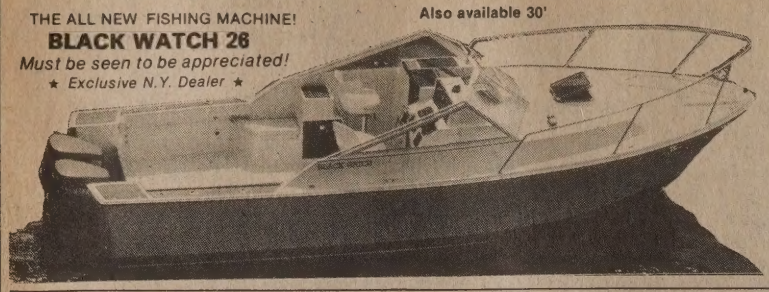
The Power Belt features molded side flaps to keep the high strength apron in place. A gimbal cross-pin can be set horizontally or vertically, depending on the fisherman's preference.

With each Power Belt, Sampo offers two different styles of straps. One is a hook-and-loop style designed to fit around the waist and one size fits all. The other style lets you connect the rod belt to Sampo's unique stand-up bucket style fighting harness (Model #151).

In addition, Sampo includes with

JUST WHEN THE FISH THOUGHT IT WAS SAFE

THE ALL NEW FISHING MACHINE!
BLACK WATCH 26
Must be seen to be appreciated!
★ Exclusive N.Y. Dealer ★
Also available 30'



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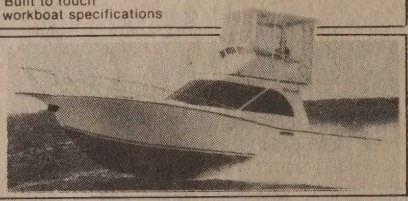

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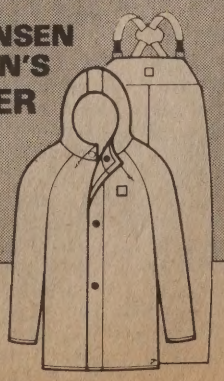

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each Power Belt an optional custom fitted neoprene pad for the back of the molded apron, giving anglers the opportunity to add an extra measure of comfortable cushioning against their legs, if they so desire.

For more information on Sampo's new Power Belt and the complete line of quality angling accessories and terminal tackle, write: Sampo, Div. Rome Specialty Co., P.O. Box 328, Dept. P, Barneveld, NY 13304.

SHOULDER CUSHION FROM MERRICK TACKLE

The newest addition to the Bronco Lure Bag family is a matching slip-on, padded shoulder cushion to absorb any pressure from the weight of a loaded bag. This 9" long tubular pad slips easily onto the strap and fits all models of the Bronxcxo Lure Bags. The Bronco pad is an investment in comfort and along with all models of the Bronco Lure Bag, is distributed by Merrick Tackle Center, 2655 Merrick Road, Bellmore, NY 11710; (516) 781-7766.

BUCK FOLDING FISH FILLET KNIFE

Buck Knives' new folding fish fillet knife, called TruBlue, offers important user advantages. It has a new, patented BuckLock system and an easy-to-clean open-channel body. TruBlue's 5½ inch midflex blade is made of Buck's high chrome, high carbon, rust resistant modified stainless steel. The bright blue handles of Buck's Model 539 are made of Kraton, an engineering thermoplastic that becomes slightly tacky when wet, assuring a positive grip. The blue nylon sheath has a swiveled belt loop so it will hang comfortably.

NEW V6 ENGINE DELIVERS V8 POWER

Hardin Marine has developed a new 4.3 liter, V6 inboard engine. It offers power equivalent to a V8 with 6 cylinder fuel economy.

The new model, the H200, is based on a Chevrolet block. It delivers 200 horsepower at 4200 RPM. Engine displacement is 262 cubic inches. The power plant has a 9:3 compression ratio.

It is 29 inches in both length and width. Height is 28 inches. The unit weighs a total of 445 pounds.

The overhead valve design features heavy duty hydraulic valve lifters, hardened tip push rods, aluminum piston, exhaust valve rotators and positive crankcase ventilation. Engine lubrication is via a pressure-fed system with a full flow oil filter. The fuel system features a four barrel Holley carburetor with electric choke, flame arrestor and dual diaphragm fuel pump.

The unit and its components meet all applicable U.S. Coast Guard regulations.

A total service marine engine manufacturer since 1968, Hardin Mairne is committed to building high quality products and supporting them with comparable service and maintenance. Based in Anaheim, Califor-

nia, Hardin's product line includes jet drive, V-drive, inboard engines, tournament ski engines and offshore engines.

From Hardin Marine, 1711 South Claudina Way, Anaheim, CA 92805.

NEW GAFF/HARPOON CONVERTER AVAILABLE FROM KEVIN'S BAIT AND TACKLE

A new device that allows big game fishermen to convert most any type of fly gaff into a deadly harpoon is being offered by its inventor, Kevin Bogan, of Kevin's Bait and Tackle. The "Silencer" is a stainless steel fitting that allows most popular "Lily Irons" (harpoon shafts) to be adapted to a variety of gaff handles. Its cost effectiveness is proven through the fact that the angler can convert nearly any existing fly gaff handle to a useful harpoon. This eliminates the cost of extra handles which can average from $80 to $120.

The procedure for putting the Silencer to use takes only seconds. It then can be used to subdue any big game fish with the option of using either the gaff or harpoon. The Silencer is sold as a separate unit or as a complete kit depending on the angler's needs.

For more information, call or write to: Kevin's Bait and Tackle, 400 Broadway Ave., Point Pleasant, NJ 08742; (201) 892-8822.

HEAVY DUTY SEA ANCHORS AND TROLLING BAGS

For 1988, a new line of SeaAnchors and trolling bags are being manufactured by the W.S. Rice Co. of Adams, New York. Two sizes are available: 28 and 36 inches, constructed of waterproof, lightweight nylon and laminated vinyl, with non-elastic webbing straps. This product is fire, acid and mildew resistant. Larger custom designed bags are available on request. Call for estimates. This product is available direct purchase from the W.S. Rice Co Inc., 10 Wardwell St., Adams, NY 13605; (315) 232-4555. Prices on the sea anchors are 28", $29.95 and the 36", $38.95. Dealer inquiries invited.

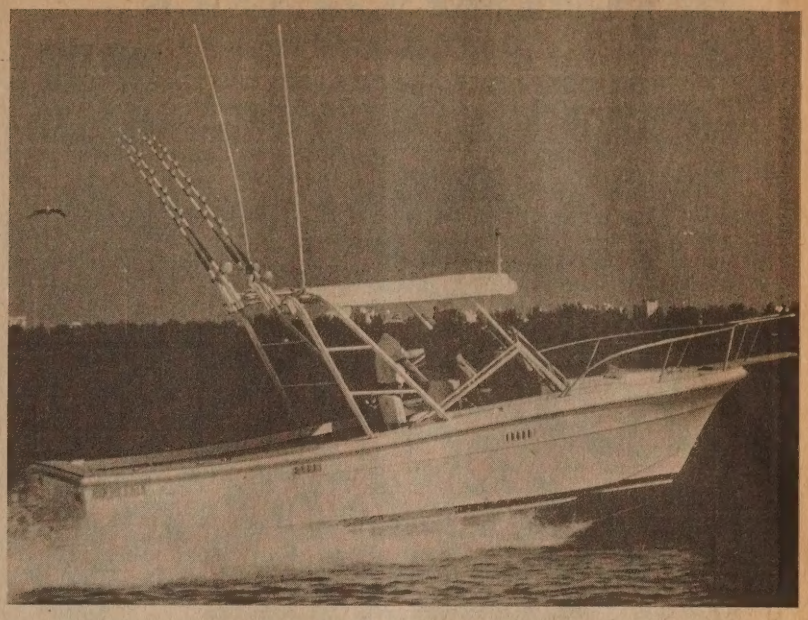
FURUNO INTRODUCES NEW SMALL SMALL RADAR

Furuno's new Model 1720 ultra-compact full featured radar provides a steady, daylight-bright picture on a 7 inch high resolution CRT, offers our no compromise multilevel quantization, has built-in EBL, VRM and Electronic Guard Zone, is fully splash protected, and has Furuno's super sensitive custom microwave IC receiver.

It also has a feature unique in today's marine elctronics industry: a compact, rugged radome antenna *weighing less than 10 pounds.*

The Model 1720 has Furuno's traditional commercial quality and performance features in a package that will truly fit any size vessel. Seven range scales from 1/4 to 16 n.m. and the display unit requires only about 1/2 square foot to make this the perfect small boat radar, or back-up for even

BIMINI 24



The Bimini 24 combines the convenience of trailerability with the reliability of gas or diesel inboard power. The fishing cockpit is among the largest of any boat in its class and will appeal to a wide variety of inshore and offshore fishermen. The Bimini 24 is an eyecatcher with her graceful lines and the workmanship puts her in the custom class.

SPECIFICATIONS

Length	24'4"
Beam	8'0"
Draft	26"
Weight	4,800 lbs.
Fuel	130 gal.

FOR FURTHER INFORMATION CONTACT:

SUFFOLK MARINE CENTER, INC.
45 Willow Street
Babylon, New York 11702
Attention: Jim Luttieri
516-669-0907

HARWICH PORT BOAT WORKS
30 Harbor Road
Harwich Port, Massachusetts 02646
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617-432-1322

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Sabre 225 Sportfish
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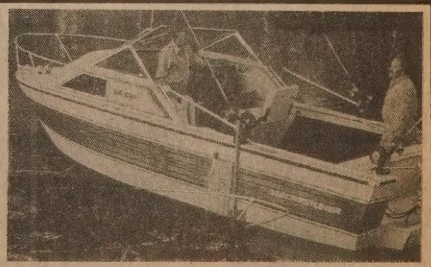
Deep V ★ 8' Beam ★ Deep Cockpit
Spacious Cabin



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larger yachts. Plus, a unique "economy" mode significantly reduces power consumption during standby periods, making the 1720 ideal for sailboats.

In short, the Model 1720 radar now enables virtually any boat owner to take advantage of Furuno's long, award-winning tradition in radar design. Send for complete infomration.

BIMINI MARINE ADDS 24 CENTER CONSOLE TO PRODUCT LINE

After listening to the ideas of avid fishermen up and down the East Coast, Bimini Marine is introducing the all new 24 Center Console. In keeping with the basic premise that offshore fishermen want a clean, uncluttered transom, the boat will be offered with several inboard power options. Basic economy will be the underlying theme with the Volvo BE260 gas engine which will cruise the boat in the 24 to 25 MPH range while consuming just 8 GPH from the large 130 gallon supply. The Volvo TAMD-41 Diesel will cruise the boat all day long in excess of 30 MPH, sipping a modest 6 GPH. That will keep the tuna and shark fishermen ready tc strike on short notice. Finally, the newest addition will be the awesome Chrysler M460BW, 340 hp gas engine which will give the occasional offshore buff the speed he has been asking for.

The cockpit will be the same wide open fishing platform with lots of room at the transom to work the big fish without the clutter of engines or outdrives to snag the line. Built-in racks on each side keep gloves, tail ropes and spare lures ready and easy to find. The engine compartment is accessible through the opening bench seat on the front of the console. There is enough room for a big guy to stand in front of the engine to do all routine maintenance with comfort. The console has full instrumentation as well as circuit breaker switches to control the 12V electrical system. There is ample space to flush mount a Loran, colorscope, Dytek, digital depth and the VHF can be mounted out of the weather behind sliding doors. A tinted windscreen with grab rail keeps the wind off your face.

The bow is a short step away for dropping the anchor or casting and has a one piece bow rail for safety. Below in the cabin are two 7 foot Vee bunks with a toilet compartment and storage below. A new optional tackle locker with four drawers can be added to keep tackle handy and easily locked up when you leave the boat.

The standard seating is a Pompanette helm seat with optional companion chair. An alternative which has been very popular is the optional leaning post with rocket launcher and Igloo storage rack.

A look below the deck reveals mechanical features more common to a larger boat. Only the finest hard-

ware is used which includes 1¼ inch stainless steel drive shaft, bronze through hull fittings with seacocks, bronze rudder with stainless shaft, marine aluminum fuel tanks, intake strainer, high capacity bilge pump, two blowers, hydraulic steering, fiberglass muffler and complete bonding system.

Other options include teak bow pulpit, teak covering boards, T-Top, tuna tower, outriggers and just about any custom modification. From blue marlin to bluefish, sharks to striped bass, the Bimini 24 Center Console is ready for action.

Contact: Bimini Marine, PO Box 631, Point Pleasant, NJ 08742.

NEW SEA OX 250C BLUE WATER PRO

The new 250C W/A cabin model, almost a year and a half under development, incorporates subtle design innovations not readily observable but unique to modern day, small offshore hull designs.

The hydrodynamics of this hull design allowed the designers to shorten the lifting strakes and soften the chines. Both of which reduce drag, lower horsepower requirements and increase range. Considering the extraordinarily deep entry of this hull which tapers to an 18 degree deadrise, this is no small feat. The deep vee design, triangular planing wedge which the hull rides on together with the design of strakes, chines and "true" hull bottom combines to make the 250C maneuver with remarkable quickness and run at awesome speeds. The unbelievably soft, dry ride has to be experienced to appreciate this hull. To prove the point, the first prototype will be available at the Miami Beach Marina during the Miami International Boat Show for demonstration rides.

Weighing in at a hefty 4100 lbs. (dry weight), the 250C's fiberglass laminate schedule is almost identical to that of its big brother the 260C BWP. Designed and built to take anything the sea can dish out the 250C's typical Sea Ox rugged construction will stand the test of time.

With its 25 foot centerline and 8' 6" beam, the 250C is legally trailerable any time—at night or on weekends, which is when most people want to take their boat to the water.

The Sea Ox 250C. Even though it's brand new, for super offshore performance, superb fishing features, layout, styling and finish, it's a classic.

SPERRY TOP-SIDER INTRODUCES U.S. 12 FLOTATION VESTS

Sperry Top-Sider has developed a line of U.S. 12 personal flotation devices (PFDs) to meet the demands of recreational boaters. Both Offshore and Pilot are Type III flotation vests. FlexFit, the comfort innovation that provides a flexible and unrestricted fit, is built into each flotation vest.

The garment style of Offshore provides use on sea or land. Offshore is extremely comfortable with a snap-down padded collar body-hugging elastic waistband and extra large armholes.

Pilot is manufactured with extra features for maximum boating safety and pleasure. Features include cool mesh side panels, a protective belt with quick-release buckle, dual entry pockets to warm hands or store geare and safe reflective trim. Pilot is available in two sizes, Small/Medium and Large/X-Large and comes in two color combinations: Cobalt Blue with red accents and Black with cobalt blue accents.

Both styles carry the popular Sperry name and logo as well as a U.S. 12 embroidered patch. Sperry Top-Sider personal flotation devices: a legend at sea.

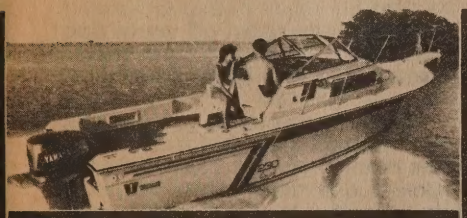
For more information: Navigear, PO Box 6648, Warwick, RI 02887.

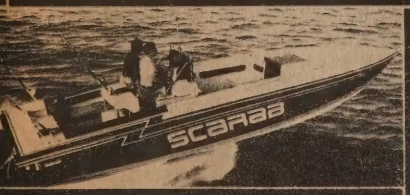
MEPPS EXPANDS KILLER KIT LINE

Crappie fishermen will add to their stringer with Mepps—the world's number one lure—new Crappie Kit. This 50 anniversary kit, contains give proven Mepps spinners, each representing a decade of Mepps fish catchin' growth.

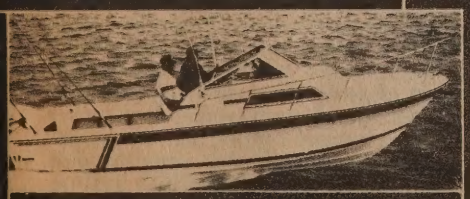
Mepps, for 1988, takes the guesswork out of crappie fishing.

For more information on Shep's Crappie Kit, or to receive a free Mepps Fishing Guide, write: Mepps, 626 Center Steet, Dept. KSC8H, Antigo, Wisconsin 54409-2496.


Yamaha Powered Wellcraft 230 Coastal



Yamaha Powered Wellcraft Scarab Sport


Yamaha Powered Wellcraft 250 Coastal

Fred says...

When fish get angry they bite harder! So improve your fishing with my Yamaha Powered Wellcraft Fishing Machines.

They're so fast...so powerful...they give you an almost unfair advantage. And boy, does that make those fish angry!

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COOLER RACKS

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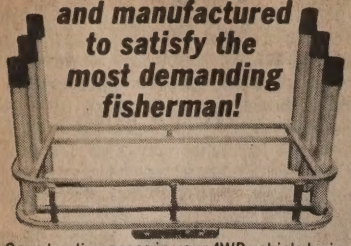

Save loading space in your 4WD vehicle by installing one of our cooler racks and move your cooler and rods up front where they belong.
- Made of heavy gauge aluminum square tubing.
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No. 48 - Aluminum Cooler Rack $149.95
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Fits 80 Gott, 86 & 94 Igloo and 100 Coleman coolers. (6 rod holders)
No. 151 - Aluminum Cooler Rack $214.95
Fits 151 & 162 qt. Igloo coolers (8 rod holders)
No. 172 - Aluminum Cooler Rack $249.95
Fits 172 qt. Gott cooler (8 rod holders)

"BOLT-ON" Installation Kit
(PRICES START AT) *$99.95*
Optional "Bolt-On" **steel** installation kit requires **no welding** and allows removal of rack in less than 2 minutes for easy storage. Installation kits are available for most popular 4WD vehicles.

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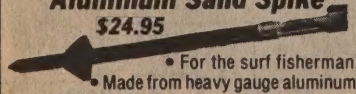
172 qt. Gott Cooler	$199.95

Aluminum Rod Rack ***$99.95***
- Same aluminum square tubing and 6 rod holders like our cooler racks.
- Flat mounting surface lets you bolt it on your bumper.

Aluminum Sand Spike ***$24.95***



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- 48" long to use on beach and in water.
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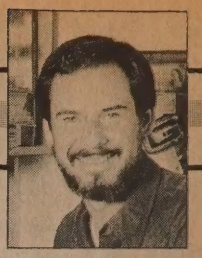
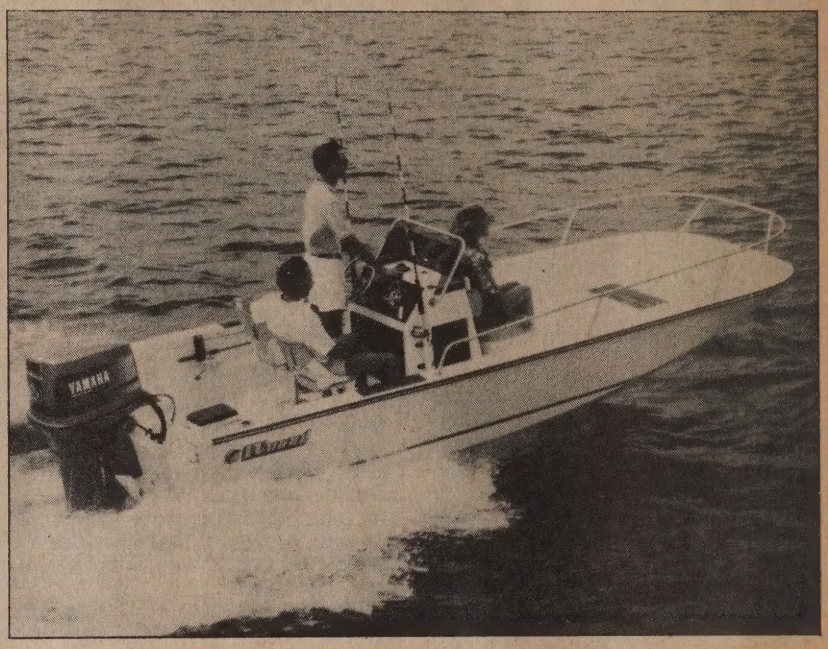


By Pete Barrett



WAHOO 18.5

The Wahoo! 18.5 is not only a good fishing platform, it's also a great sport boat, too. It handles like a sports car with crisp, tight turns at fast speeds; yet the 18.5 will idle down to trolling speeds for rock-steady handling as you seriously chase down schools of bluefish. She's at her best in the shallow coastal bays where the water gets real thin, but she'll also handle very well, thank you, a few miles off the inlet in the ocean. This is a boat for dad to go fishing in and the kids to use water skiing.

If this sounds like a do-it-all kind of boat, you are nearly right. The Wahoo! 18.5 is an inshore performer that combines a lot of features in a reasonable riding hull with lots of room. She'll leave the long distance runs to the big boys, but on the inshore grounds she's a real winner.

In seas of 2 to 4 feet the Wahoo! will run as fast as you want from one fishing spot to another due to a very efficient hull that combines the sharp entry of a deep vee with the stability of modified sponsons that trap pockets of air. You'd think your brains would get jarred loose but that isn't the case unless you try blasting off the wakes of passing boats at high speeds, like many of the local kids do for joy rides. With age comes the wisdom to avoid foolish, bone jarring rides like that, yet the enthusiasm of youth can't dash the rugged hull of the Wahoo! even if your kids do jump wakes for fun.

I had the chance to run a Wahoo! 18.5 in Cape May, NJ for a run along the inland thoroughfares and then out Cold Spring Inlet to about 3 miles off in seas of 2 to 4 foot chops. In the calm water the boat tracked as clean as the crease on a new pair of pants. With wind and spray off the starboard bow and running into the chop outside the inlet, I was able to run at 3/4 throttle and maintain both decent speed and fairly dry, comfortable ride.

Running back to the inlet with a following sea the Wahoo! handled absolutely beautifully. There was no tendency to wander and small cresting waves would not come into the boat. The freeboard was generous enough that even in a beam sea there was a feeling of comfort and safety. We drifted for fluke and sea bass taking several fish and enjoying the stable handling in typical seas.

The forward casting platform is just great for light tackle angling with spinning, plugging or even fly casting gear. The welded stainless steel bow rail is low enough to not get in the way of fishing and casting. A teak covered hatch provides entry into a storage compartment adequate for anchor and about 200 feet of rode. The bow is squarish in shape and utilizes every inch of standing space.

The console is located slightly aft

of midships and is just about perfect in size. Wahoo! could have made the console larger, but it would have been at the sacrifice of walkaround space. As it is,the console is just about right for the steering wheel mount and outboard engine shift controls. The flat top of the console will hold a small Loran and a graph recorder or LCD unit with room to spare.

A side hatch gets you into the console and a rear hatch provides access to the wiring and for more tackle storage. A small rakish windshield is bordered by a stainless grab rail. Rod holders are mounted on the side of the console.

An option that is very handy is the cooler seat cushion. The 86 quart cooler has a padded seat top and is mounted with cleats to the deck so it won't slide while the boat is under way. It can easily be removed to transport fish home or to the fish cleaning table. Additional rod storage is built into the front of the console behind the cooler seat.

A pair of pedestal seats is standard, but the boat I ran had another cooler mounted in place of the seats. This factory installed option seemed to be a better use of the deck space and held lots of extra gear, also serving as an extra fish box if the bluefishing was extremely good. On bad weather days the cooler kept lunches, camera and extra clothes dry.

At either corner of the 25 inch transom is a pair of molded-in wells that can hold a battery and/or oil injection tanks for the outboard engine. A small but handy live well is molded into the deck just ahead of the splash well and will hold baits like snappers and killies.

The deck has a mildly aggressive non-skid that holds deck shoes very well yet it wasn't so sharp that the non-skid was tough to clean. The hull is entirely self-bailing and the boat rode with the deck slightly above the waterline even at rest.

Built in Ashland, Virginia the Wahoo! 18.5 is one of a series of unsinkable boats from 14 feet with a 10 year hull warranty. An air chamber eliminates the build-up of water condensation in the foam filled hull. The fiberglass stringer system is strong and the overall quality of finish and workmanship is very good.

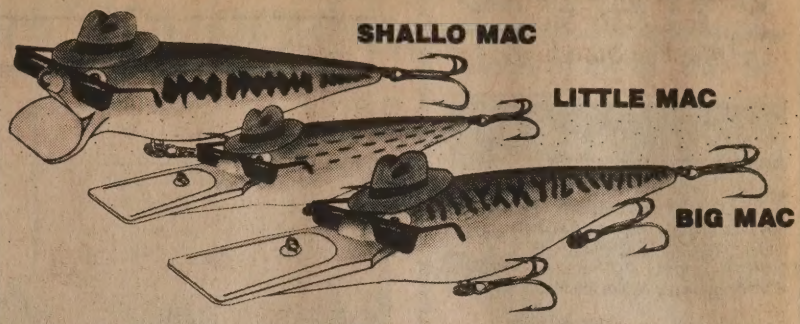
The Wahoo! 18.5 Offshore is a good choice for the fisherman who needs a lot of versatility in his boat. This boat is equally at home on a day crabbing, skiing, bucktailing or trolling.

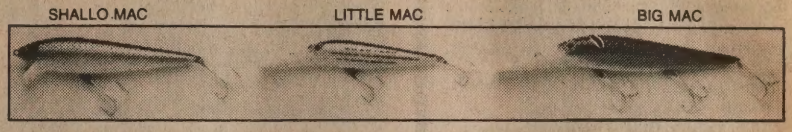
SPECIFICATIONS

Length	18'5"
Beam	7'2"
Hull Weight	1,470 pounds
Carrying Capacity	1900 gallons
Fuel Capacity	45 gallons
Maximum Horsepower	150

Manufactured by: Wahoo! Boats Unlimited, 708 Air Park Rd., Ashland, Virginia 23005; (804) 798-2780.

The "Blues" Brothers





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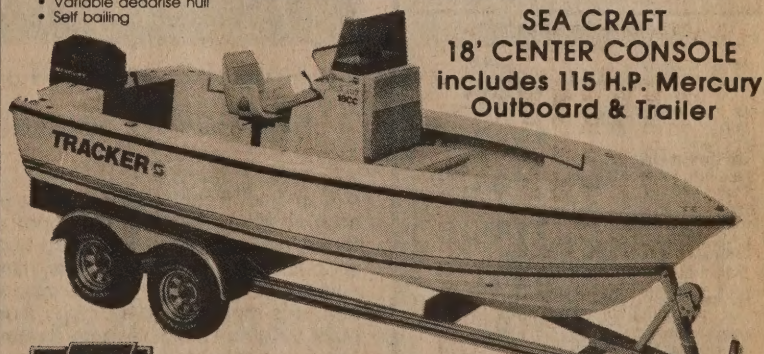

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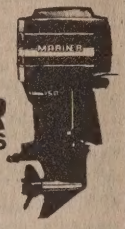

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Product Review

By J.B. Kasper

Evinrude 28 Special

If you own a boat or are shopping around for a new or used boat and motor, you are well aware of the cost of an outboard. Even the smaller motors cost big bucks, and the purchase of a boat and motor can be a major investment for the average income earner. In order to combat the rising prices of outboards, Evinrude has come out with a series of motors, called the Special Series that offer the sportsman power for his boat without all the extras that are standard on the more expensive models, thus reducing the price to fit the budget of many sportsmen who could not otherwise afford a comparable motor.

The 28, 48 and 88 hp motors produced in this series are fast becoming one of the most popular motors on the market, especially for fishermen looking for reliability, easy maintenance and quality. The 25 hp outboard actually has the guts of a 30 hp motor. The major difference is the elimination of the through-prop exhaust system. It is also not available in tiller steering. I've been using a 25 hp Evinrude and can vouch for its good performance.

Electrical System: The remote electric key-start ignition is solid state for fast, dependable starting and minimum drain on the battery. It is also equipped with a 4 ampere unregulated alternator for charging your battery while running. As a safety feature, it is equipped with a 20 ampere fuse to prevent damage to the ignition system should a problem develop.

An electric primer system is used in place of the choke system, which makes for faster starting even in colder weather. Another electrical feature in this motor is the warning horn that is attached to the cooling system which will sound if the engine should overheat, alerting you to a possible problem.

Fuel System: Fuel is distributed to the motor from a standard 6 gallon

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21' SHELTER CABIN w/140 H.P. Johnson (grey/white hull)	$253. mon.
24' DELAWARE CABIN w/175 H.P. Johnson (grey/white hull)	$233. mon.

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metal tank, which comes with the motor and weighs 13.5 pounds empty. After break-in, the motor is designed to run on a 100 to 1 oil/gas mix, which must be mixed in the tank and is not done automatically like on some bigger engines. The carburation system is a fixed high speed carburetor with an internal low speed adjustment jet. As mentioned previously, the choke has been replaced by an electric primer.

Cooling System: Water is supplied to the motor for cooling purposes by a positive centrifugal water pump. The water that is used for cooling is regulated by both a thermostat and pressure control system. This double system ensures the proper cooling of the engine, which can also be monitored by the water pump indicator which puts out a steady stream of water while under operation, thus giving you a visual indication that the engine is running properly. The aforementioned warning horn is a back-up safety feature with this motor should the system become clogged or if any other problems should occur.

Operating Range: The 28 Special provides power at the rate of 28 hp at 5,000 RPM. Your full throttle range is between 4500 and 5500 RPM. The idling speed while in gear is 650 to 700 RPM. The speed of the motor is regulated from a remote control mounted on the boat and the controls are built with a neutral position which allows you to rev the motor while out of gear.

The controls are also equipped with a fuel economy position which allows you to back off the throttle while under full speed operation without loss of power and speed while using less fuel. A kill switch is provided with the engine as a safety feature and comes with a lanyard that can be attached to your clothing.

General Features and Information: As with all Evinrude outboards, the 28 Special comes with a one-year guarantee and the option to extend it for an additional two years at a moderate cost. A 9¼ inch diameter 12 inch aluminum prop is standard and comes with the motor packed from the factory. Other props are available in both aluminum and stainless steel. The motor is trimmed and tilted manually.

The 28 Special is an ideal motor for use on large size prams, aluminum V-hull skiffs and bass boats. Its price range is well within the reach of the average fisherman and it will provide you with years of dependable operation with the proper care. I have personally used one for over 1,000 hours of operation with little maintenance or trouble. My engine proved to me that you don't need all the frills. There's a good price here, with quality and dependability.

SPECIFICATIONS

Horsepower: 28 @ 5,000 rpm
Transom Height: Long Shaft, 19½"-20"
Prop: Aluminum 3 blade 9¼" diameter 12" pitch
Weight (without fuel tank): 112 lbs.

Manufactured by: Evinrude, 4143 N. 27th Street, Milwaukee, Wisconsin 53216; (414) 447-5734.

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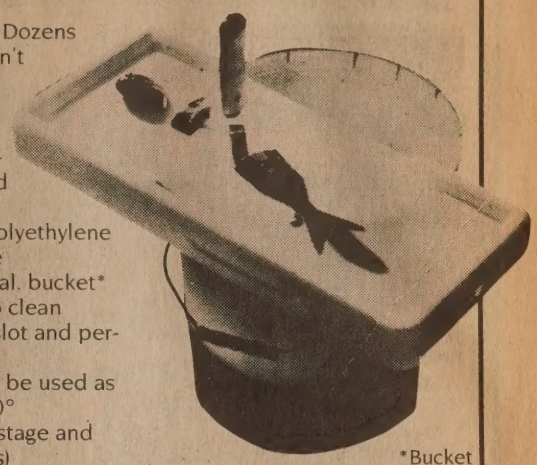

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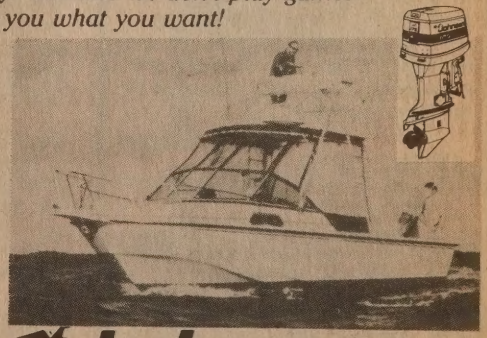

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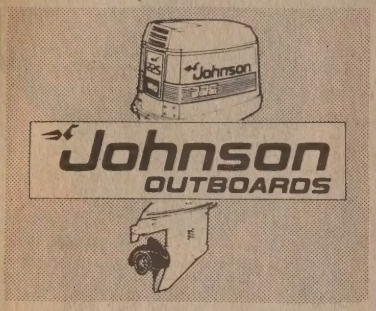

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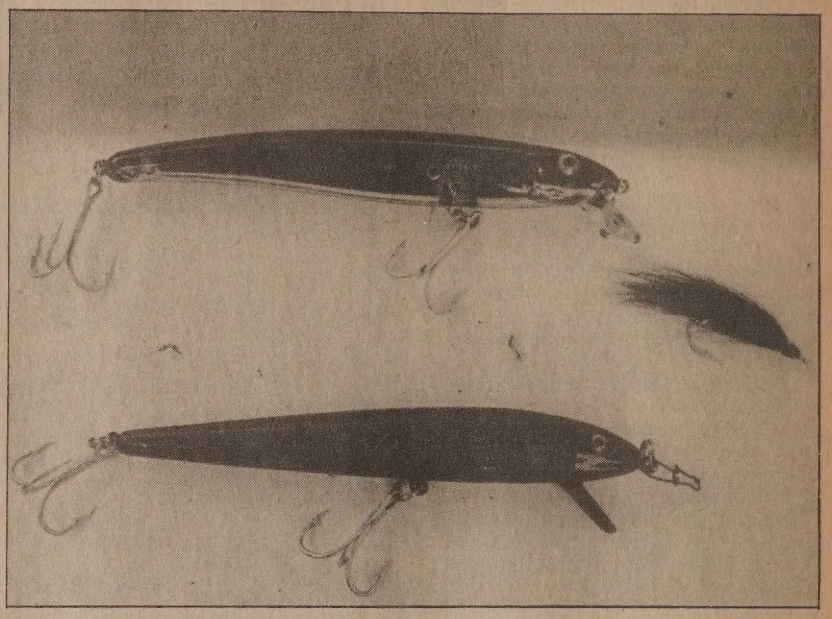
Tackle Doctor

By Ken Freel



Dear Doc,

I recently bought a 13 foot rowboat powered by an 8 hp engine. I've been fishing for many years but have become very interested in trolling for bluefish. I don't have any special equipment, only a good fishing rod and a Penn 750 SS reel spooled with 20 pound test line.

I will be fishing in sounds and bays and am wondering if I will be equipped enough to troll for bluefish. If so, how fast should I troll and how far should I let my line out. Also, how do I determine the depth of my lure and how deep should my lure be? I know I've asked a lot of questions but they are necessary for me to have a successful fishing season this coming summer. Very gratefully, *Bob Lund.*

Dear Bob,

Your first step to successful trolling is to make sure you have some kind of sturdy rod holders like the type made by "Fish On" Company.

You don't tell me how deep the waters in which you generally fish are, but I would suppose they'd be anywhere from 5 to 15 feet. If this is the case you should be able to troll deep or shallow depending upon the lure used and speed of your boat. To get to fish that may be near the bottom, use deep running lures like an Accetta #17 spoon or a 4 to 6 ounce diamond jig. Weighted bucktails will also help you find bluefish that may be at or near the bottom.

If you locate fish on the top, either by chance, the action of diving gulls or the frantic jumping of baitfish, then you should switch over to surface plugs like the Cordell Redfin, the Bomber or a Rebel or Rapala. Small diamond jigs such as the Ava 007 also work very well when the blues are on top.

If the blues are actually breaking the surface you should stop trolling and position your boat so that you can cast to the blues. A lot of over-anxious fishermen get too close to the school in this situation, causing the blues to sound. Your best bet is to position your boat so that it will be alongside the passing school and at a point where you will have the whole school pass by.

One way to determine how deep your lure will be running is to "troll" it from 15 to 30 feet behind the boat at varying speeds. You will be able to see how far the lure will run under different speeds. Therefore, if a special spoon that you'd like to use sinks 5 feet with 15 feet of line out at 2 knots, then it should sink to around 8 to 10 feet if you let out 30 feet of line.

Once you determine the various approximate depths with each lure, then you can mark your line at 10 foot intervals with a Magic Marker. The first 10 feet could be marked off with a green mark, and the next 10 feet with a black mark and so forth.

Your biggest problem is going to be locating the fish. Without a depthfinder, fishfinder, or any other equipment to help, you should go and get yourself at least a chart of the waters where you'll be fishing. These charts will show you water depths plus underwater struc-

ture and channels that can be a great help in pinpointing "potential" fish holding areas. Good luck!

Dear Doc,

I like your column and read it every week. I have a few unanswered questions about my surf fishing technique. I love to surf fish and almost every free minute I get from spring to fall, all I ever do is fish.

I'm mostly interested in bluefish as it's really a joy to sink a hook into one of these nasty choppers! However, last season I was not so lucky and would often go home mad and unhappy. I don't know if it's the time or the spots I fish.

During the weekends, I'll try at sunrise and during the weekdays at sunset. If the bunker are running then I'll try livelining and I'll use chunks if there are no bunker around. Ava 17s and 27s are also part of my arsenal, both with and without tubes.

But, after two hours of no action I seem to think there's a better spot and I move. Later in the day I return to the first spot only to find fish on the beach from more patient fishermen. Am I too impatient, bad timing or do I need to fish better areas? I don't have a 4-wheeler, so any traveling is done by car or foot. Thanks for your help. *John Starace.*

Dear John,

It seems that you may be fishing some good spots but at the wrong times. This is evident by the statement you made about coming back to an original spot and finding fishermen with fish "on the beach." You mention that you fish most often during sunrise or sunset and these are good times to try; however, you must also consider the tidal conditions to increase your chances of hooking up with some slammer blues or a nice striper.

One general rule to remember about surf fishing is to attempt to fish two hours before high tide or two hours after. It is during these times when fish, both predator and bait, are "on the move" due to the currents. Baitfish are flushed from protective areas and this gets the attention of any foraging bluefish or striper. High water also offers the fish more area to forage in while providing a sense of "security" because of the depth.

You should also scout any area that you intend to fish during low tides. By doing this you can jot down on a piece of paper or make mental notes of any bars or natural shoals that may exist along the beach. You can spot these underwater contours by noticing the lighter colored water surrounded by darker areas.

You may also feel a lot better, too, when you realize that most surf fishermen have bad days, weeks, or months during some point of their fishing experience. Surf fishing has got to be one of the most demanding types of fishing because the shoals and bars are always changing with each passing storm and the fish are always on the move.

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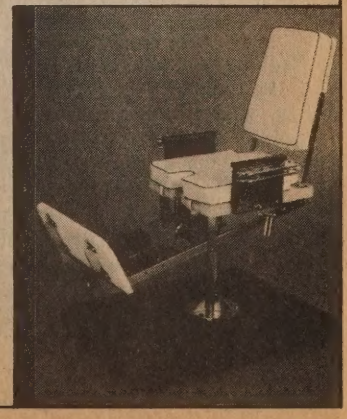

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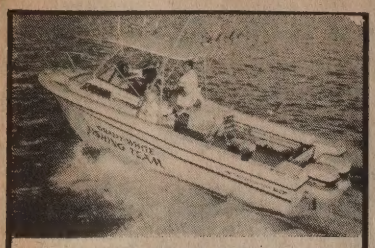

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Dock Lines

By Eric Burnley

Dear Eric,

I own a 17 foot Grady White with a 120 hp OMC stern drive 1973-74 vintage. I am having a problem with the stern drive hanging up in the "UP" position. The only way I can relieve it is to remove the tilt gear (3 bolts), drop the unit and replace the gear. It happens very frequently, and several repair shops have not been able to solve the problem.

Boating season will soon be here, and if you can offer some help in this matter, I would be very grateful.

Dom Mitaro.

Dear Dom,

I am not a mechanic so I can't solve your problem; but perhaps I can direct you to someone who can.

You mention in your letter that several repair shops have been unable to fix your outdrive. You do not mention if these were OMC repair shops. I have found that a shop with factory authorized mechanics can best handle the problems of that particular manufacturer. This would be true for OMC, MerCruiser, Yamaha, Volvo or whoever made the motor on your boat.

If you are using a factory shop and the work is not satisfactory, you should have some recourse within a specified period of time. I don't know of any mechanics, marine or otherwise, who would guarantee their repairs forever, but most will guarantee the job for at least 30 days. Naturally, they won't honor a warranty if the unit has been subjected to abuse or a lack of proper maintenance.

Should you have any problems locating a factory authorized OMC dealer there is a toll free number you may call: 1-800-255-2550. They will provide you with a list of dealers in your area.

Dear Eric,

Last summer I purchased a 21 foot Galaxy bow rider powered by a 180 hp Mercruiser I/O engine which has a 24 gallon fuel capacity. The boat is docked at Beach Haven West, which is centered between Barnegat Inlet and Little Egg Harbor. I would like to do some inshore fishing at places like Seaside Lump or Barnegat Ridge and would like to know if this particular style boat would be safe to operate on unpredictable seas. Is the 24 gallon tank enough fuel capacity to reach these spots and return?

Michael D'Amico.

Dear Michael,

Whenever you venture outside in a small boat the prevailing weather will be your first concern. Any forecasted winds over 15 knots or any reasonable chance of a thunderstorm and my advice would be stay close to the dock.

Your fuel supply should be adequate, but you must calculate the consumption for your boat and act accordingly. Figure out how much you burn per hour when running at your normal engine speed and how much you use at trolling speed. With these figures at hand you will know how far you can run, how long you can troll and still have enough fuel to come home. I recommend carrying at least 50 percent more fuel than you expect to use just to ensure against the unexpected.

In order to get from your dock to the ocean you must pass through an inlet. Even on a good weather day there can be some dangerous seas around these outlets. Outgoing tides are usually the most treacherous times, but seas can build in the incoming as well. You may want to check the inlet out a few times with someone who has experience running a boat like yours through it. This is one place where experience is the only teacher, but mistakes while you are learning can be costly.

Finally, I have a word of caution about your bow rider. The open bow is great for fishing or sunbathing but if you take a sea aboard it can cause some serious problems. If the water has no way to drain overboard it will make your boat bow heavy and the next sea will also break aboard. It does not take much of this before your boat founders and sinks. Under normal sea conditions this will not be a problem, but during periods when high seas are encountered, such as running an inlet, you can run into trouble.

If your boat has a cover that can be placed over the open bow, I suggest you put it on when running in heavy seas. If you don't have a cover, it would be a good idea to have one made.

Dear Eric,

I read your column regularly. I find it very informative.

Last year I bought a used 21 foot Grady White with an I/O. I have asked many a boatman and dealer these questions and have not gotten a good answer. Hope you can help.

1. On the "rubber boot" of the lower

unit, what can you do to keep the barnacles off?

2. How do you clean barnacles off in the fall without damaging the rubber? This year I used Lime Away, but I don't know if it will do harm. *Emil Naef.*

Dear Emil,

According to the folks at OMC there is little you can do to prevent marine growth on the rubber boot of your outdrive if the boat is in the water for an entire season. Normal bottom paint will not adhere properly to the rubber and will crack and chip off as the rubber flexes.

If you pull the boat out at regular intervals you can clean the boot and coat it with WD-40 or a silicone spray. This will keep the barnacles off for a short period of time.

I am not familiar with the Lime Away product, but I suspect it is a form of muriatic acid used primarily to clean bricks and masonry. This type of product is safe to use on the rubber boot but can be harmful to other surfaces and to your body. Please read and follow all safety instructions printed on the container.

Dear Eric,

I have a 200 hp saltwater cooled OMC I/O. On November 20, 1987, we had a hard freeze. Unprepared for this chill, I had freshwater in the system for flushing and this cracked the block four inches on each side. She runs great and there is no water in the crankcase, but water does spray out the sides of the block. Welders say they can repair it; mechanics say it's only temporary. Can you shed some light on this tragedy. Great column; many thanks.

LPaul Raia.

Dear Paul,

As far as I can determine there is no sure cure for your problem; but there are a few procedures you can try.

Welding may fix the problem, but as your mechanic warned, it may not last too long. Your block expands and contracts as it heats up and cools down, which can cause a spot weld to fail over time. If you choose to try welding the block, be sure to use an experienced welder who has made these repairs and knows exactly what type of welding materials and methods will do the best job. Welding may look easy, but take it from one who has tried, there is more to the job than you can imagine.

Another possible solution to your problem is an epoxy patch. You should grind a small V-shaped groove along the crack and fill this with epoxy. Be sure to clean the adjoining surfaces well to remove all dirt, oil and grease. This will help the epoxy bond well to the block.

According to the mechanic I spoke with, the epoxy fix can last longer than a weld because the epoxy expands and contracts easier and is less likely to separate from the metal block. A product called Marine-Tex Epoxy claims to work on engine blocks as well as many other surfaces.

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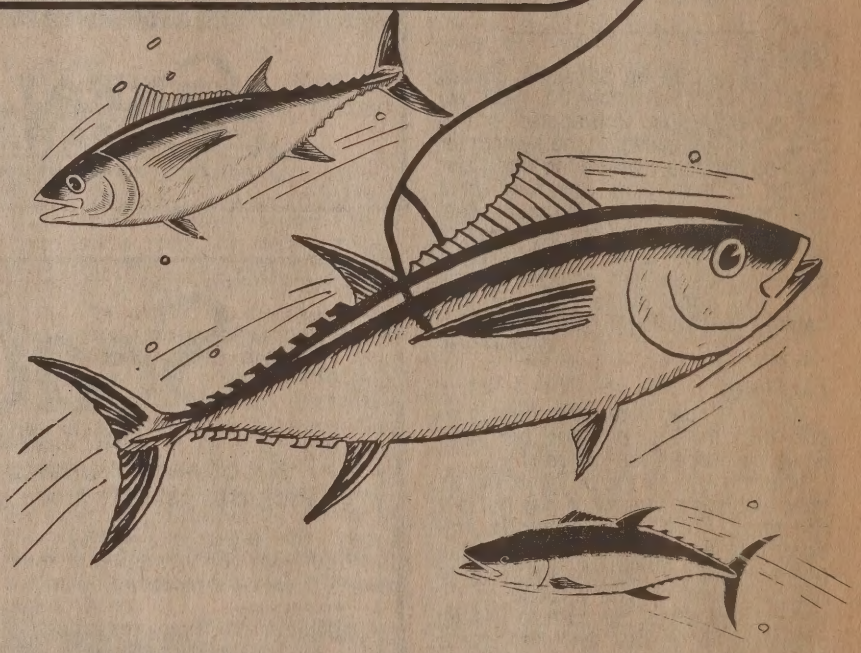
Tagging Tuna For Tomorrow

If Bill Shedd has his way, tagging yellowfin will be in vogue in 1988.

By Rich Barrett



Throughout the past year tuna fisherman have been blessed with the presence of large numbers of yellowfin and "inshore chunking" over such structures as the Slough and the Mud Hole gave countless numbers of anxious-to-score sportsmen a lot of pleasure. The drag-screaming battles with the hard fighting yellowfin that prowl these waters draws anglers from far and wide.

This extraordinary fish has given these anglers many stories to tell of large catches of up to 20 or more fish taken on a single day. The real story here lies beneath the ocean's surface though. It is the story of the yellowfin themselves and the possibility of a serious decline in their population. It is a repetitive story that we have seen before with species such as cod, yellowtail, haddock, bluefin tuna, striped bass, swordfish, redfish, snook and two dozen other species whose population took an alarming plunge.

In October of 1986, the approximate point at which New Jersey's big game season had ended, 606 fishing boat owners were sent questionnaires developed by the Department of Environmental Protection. They were able to make state-wide estimates of big game activity and in the survey, yellowfin tuna clearly dominated the fishery. Almost half the fish in terms of number (21,497) as well as total weight (1,501,943) were yellowfin. Needless to say, 1987's catch extended past these numbers.

Spider Andresen of Salt Water Sportsman has been quoted as saying, "If we keep as many fish as we have during the past few years, the yellowfin fishing will be declining in two years." Naturally, no angler who has experienced this fishing at its finest wants to see this happen.

Luckily enough for the sport there are many concerned anglers who want to do something before it is too late. Among them are Bill Shedd, Greg Stotesbury and Ben Secrest of Aftco, the West Coast tackle manufacturer. These three are the main inspiration behind "Tag a Tuna for Tomorrow," a program designed to specifically encourage the tag and release of yellowfin tuna—before it's too late.

After fishing the waters off Point Pleasant aboard the "Linda B" with my dad and me last year, Shedd and Stotesbury were totally convinced that "It doesn't get any better than this." The overnight trip was highlighted by the tag and release of 12 tuna that day, a mix of longfin albacore, bigeye, bluefin and yellowfin tuna, a conservation practice that is encouraged aboard our boat which tagged and released more yellowfin than any other on the East Coast last year.

The "Tag a Tuna for Tomorrow" program offers East Coast fishermen a vital role in a major conservation effort, with exciting incentives. Already a forward looking group of sport fishermen, charter boat captains and sport fishing clubs have joined leading tackle manufacturers and fishing magazines in an exciting effort to ensure the future of the magnificent yellowfin tuna that raid the squid populations of our waters. This alliance is sponsoring the wide range tagging program for 1988.

Greg Stotesbury of AFTCO catches the wind with an outrigger full of tag flags during a 1987 East Coast tuna trip. Inset: Yellowfin were plentiful in 1987 and chunking was the way to get them. "Tag a Tuna for Tomorrow" will help ensure steady catches in the future.

Many offshore fishing clubs such as the Thousand Fathom Club and the Manasquan River Marlin and Tuna Club are incorporating the Tag program into their tournaments as well as encouraging limited kills and two fish per man quotas.

In fact, in the Thousand Fathom Club's overnight "Shoot Out Tournament" this year, all the night chunking caught yellowfin will be tagged, with points accumulated for each fish tagged and released. Any fish kept during this time will not count in the tournament, even if it is a huge fish. It is cooperation like this that will help keep tuna fishing alive in the years to come.

The participating manufacturers who have volunteered over $50,000 worth of prizes, incentives and awards include: Aftco, Berkley, Daiwa, Kunnan, Lowrance, Sevenstrand and Shimano.

The program has the enthusiastic backing of the National Marine Fisheries Service (NMFS). The NMFS urgently needs to learn more about the relative populations of these game fish, their life span, growth rates and migration routes. Such information will help assess the efforts of overfishing and disclose changes in fish population so that measures can be taken in time to ward off threats to the future of the yellowfin.

The manufacturers will underwrite the costs of the tags, tag verification cards and necessary literature. The tags will soon be distributed through leading saltwater tackle stores, especially those that cater to the canyon or tuna fishermen. Each tag is attached to the NMFS tagging report card as well as a tagging verification card (the second card helps to verify that the tuna was actually tagged and will be used to determine the prize distribution portion of the program).

The standard NMFS brochure on tagging will also be supplied to each angler to describe the proper way to insert a tag as well as how to accurately record and report the tagged fish.

The first 500 anglers who tag and release a yellowfin or bigeye taken on rod or reel during the program period which runs from March 1 to December 1, 1988 and properly fill out and return the Tagging Verification Card and report card, will receive a special commemorative "Psychobead Green Machine" lure.

The first 100 will also receive a commemorative Tuna "Tie Tack" from Salt Water Sportsman, as well as a Special Tag and Release T-Shirt designed by The Fisherman.

All issues of The Fisherman and Salt Water Sportsman will have up-to-date coverage of the program with names of those anglers who do tag yellowfin.

All verification cards will be entered into a drawing at the 1989 New York Boat Show. This drawing will be conducted by leading saltwater writers and editors and over 100 individual offshore tackle, and accessories prizes will be distributed between the winning anglers and their captains.

In addition, free fishing trips will be awarded with the following charter boats: "Prowler" out of Pt. Judith, RI; "Stormy Petrel" out of Martha's Vineard, Mass.; "Linda B" out of Pt. Pleasant, NJ; "Tiburon" out of Brielle; "Midnight Express" out of Pt. Pleasant, NJ; "Dot-E-Dee" out of Niantic, CT; "Fish" out of Niantic, CT; "Howler" out of Nantucket, MA; "Fishday" out of Shinnecock, LI: "Peg of My Heart" out of Freeport, LI; "Outbound" out of Atlantic City, NJ; "Deeper" out of Fire Island, NY; "Sherri Berry" out of Pt. Pleasant, NJ; "3-Sea-Sons" out of Jones Inlet, LI; "Northeast Sportfishing" out of Brielle, NJ; and "Sunbeam" out of Waterford, CT.

The final phase of the prizes will be awarded upon the recapture of the first six fish that were tagged in the program. Both the angler who recaptured the fish as well as the original angler will receive a quality offshore rod and reel combination.

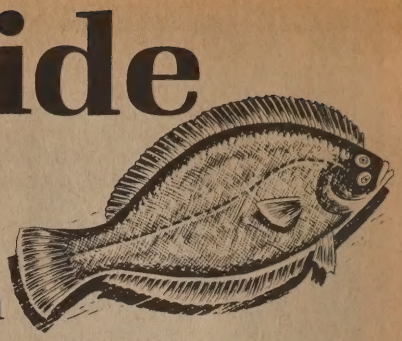
Any captain whose boat tags and releases 15 yellowfin and/or bigeye tuna will receive a commemorative tag and release flag and those captains who tag 25 fish will earn a special deluxe flag.

Seemingly the sportsmanship of tagging fish has emerged from the southern part of the East Coast where the most respected thing to do with fish such as sailfish is to tag them, not to kill them. For many who wish to have fish mounted, they need not even kill their fish; just take an approximate measurement of it.

Tagging fish is something that sport fishermen should pride themselves upon doing. It is scenes like seeing a 200 pound bigeye swim back to his home in the canyons that sitcks in your mind for years to come, and best of all, it is something to be proud of with no regrets for not giving a great fish his freedom.

Hopefully the times of fleeting moments of glory with thousands of pounds of wasted fish on the docks and unwanted fish floating down rivers and in garbage cans will be vanishing. Next season take the time to put back into the sport the same thing that you take out. Tag some of your tuna so we can keep up this magnifcent fishery. The tuna deserve it, and so do you!

The Flat Side Of Spring



Part Two — By Matt Ahern

Last week we discussed tackle, correct hook sizes, and how to tie the all-important tandem rig, so important for successful spring flounder fishing. This week, terminal tackle, baits and chum.

The adage of the bottom fisherman has always been: the less hardware, the better. This applies whether the fishing is for flounder, cod, blackfish, or what-have-you.

Actually when making up his terminal tackle, the fisherman needs nothing more elaborate than the correct hook and sinker. But there are several items of terminal hardware experienced flounder anglers use that do make for easier fishing.

One of these is the three-way swivel.

The purpose of a three-way swivel, or any swivel, is to prevent line twist—nothing more. But when flounder fishing, conditions that cause line twist are rarely encountered. So why the swivel? Simple. When casting, a three-way is a great help in preventing hooks from snarling about the main line. If you are fishing from a boat, there is rarely a reason for casting, but when shore fishing you'll find the use of a three-way makes casting easier.

There is only one objection I find to the use of the three-way in early spring. Not only are they a pain in the neck to place on the main line, but if the day is nippy, and the fingers numb, forget it. Should you break off that three-way, you'll never be able to replace it without first doing a bit of choice cussing.

Fishermen, however, do use three-ways with success and that's why I mentioned them. However, there are two other items of hardware I believe are not only better, but more convenient to use. These simple little gadgets are the sinker snap and the "Quick-Rig."

The sinker snap is easily identified. It has an oversize loop on one end and a sliding safety-lock arrangement. Its use makes it a simple matter to place both sinker and tandem rig together. I've been using sinker snaps on and off for a long time and when I did, I never had a bit of trouble with snarled hooks around the main line. You can also be sure of one more thing when using a sinker snap in this manner: your hooks will always lie flat out on bottom.

Incidentally, if sinker snaps are unavailable, you can make do with an oversized snap swivel. Just make sure it is large enough to accommodate both sinker and tandem-rig.

I do believe, though, that the use of a sinker snap is more advantageous in the early part of spring, when, due to the effect of cold water, flounder are more sluggish in their approach to bait. It is at this time when more fish are caught on the lift and sensitive line control is not as important as it is later in the season when waters are warmer, making the fish more active. (See, as I told you in Part One, there is more to flounder fishing than meets the eye.)

Later in the season (about mid-April on) it is best to use the "Quick-Rig." This simple little gadget is easily placed on the main line, using no knot whatever. It may be raised or lowered without re-rigging. You'll find, too, that using the "Quick-Rig" allows fishermen just as much sensitive control as if their rigs had been tied in with the conventional double-overhand loop.

"Quick-Rigs" are available in any well-stocked tackle shop. They cost but pennies and should be in every sinker bouncers tackle bag. If you are not certain just how to use these versatile gadgets, ask the man behind the counter to demonstrate.

When the subject of bait for spring flounder is discussed, there isn't one experienced flattie fisherman who would not agree that fresh bank mussels are prime bait. Spring flounder will also take blood and sandworm, hard, soft and skimmer clam; but none of these will outfish fresh bank mussel. In fact, I've had days when clam and worm were refused, but never have I used fresh bank mussel and failed to score.

They do have one drawback, though. It has been said that God made the roses...and the devil added the thorns. Well, undoubtedly the good Lord made the succulent bank mussel appealing to flounder, but fishermen have a devil of a time keeping them on the hook.

I've found, though, that if the hook is first run through the narrow ribbon and tongue of the mussel, and then wrapped around the hook shank, and the hook woven through again, it will stay on long enough to entice a flounder.

Some fishermen toughen mussel by steaming or salting. These methods work—up to a point; but not as well as when the mussel is left in its natural state. Between you, me and that proverbial lamppost, I don't think it's worth the trouble; the fish catching results are not as good. Learn to keep fresh mussel on the hook as best you can. It's worth the effort.

Any of the clams mentioned are great flounder producers. There are three important requirements in using clam. They should be cut into narrow, thin strips (remember the flounder's small mouth); they are best used when the water is cold; and they produce better when pre-frozen a few days before use.

When baiting with clam, be sure to weave the hook through the meat several times and expose the hook's barb at least one-third of an inch from the end. Doing this allows that short piece to wiggle enticingly in the current. Flounder never notice the barb and will pounce upon the bait with relish. The exposed barb assures instant hooking.

It is a fact that many good fishermen are great experimenters. Nothing fazes them. Some years ago, one of these fellows dyed a batch of clams to see what would happen when offered to flounder. What happened was that this fellow revolutionized flounder fishing. Fishermen discovered flounder could not resist dyed clam. In fact, when first used there were several years in a row in which fishermen who failed to use dyed clam fared poorly, indeed.

Since those early days and for some unknown reason, the flounder's interest in dyed clam has cooled—not to the extent that they don't work, just that they do not produce as well as when first introduced. I wish I knew why; yet there are still days when fishermen without dyed clam come in a poor second.

Red-dyed and yellow-dyed clam work best. Some fishermen put all their trust in red, others in yellow. I have found that red is best to use when the water is less than 20 feet deep and that yellow will take flounder at any depth. Because flounder can be finicky at times, I believe for those fishermen interested in dyed clam, it is best to carry a supply of both.

If you'd like to try dyed clam—and I think you should—here's the way to do it. First slice the clam into bait-sized pieces, which in this instance means pieces about 1½ inches long. (I most always use soft clam necks for this.) If I can get **fresh** skimmer, I'll

use that in preference because it has a more natural suppleness. But whatever kind I use I make certain to cut it lengthways in such a manner that some of the soft stomach remains with each piece. This is what flounder relish.

Baits are then placed in a suitable container—one of those plastic tubs used for whipped topping or potato salad is good. Food dye in the color of your choice is slowly added, drop by drop, and constantly stirred with a small stick. If you do this on the kitchen table, be advised to use plenty of newspaper to catch drippings and splatterings. Be careful here; else you know who will look upon you with a jaundiced eye. (We poor fishermen are in the doghouse enough as it is.)

When refrigerated or frozen, and prepared in this manner, dyed clam will keep surprisingly long; it seems the dye acts as a mild preservative. The longer you keep the bait, the deeper the color will become. Therefore, it is imperative not to overdye. If this precaution is not taken, over-dyed red clam will turn almost black.

The process for dyeing clam bait takes but minutes. Place it in the refrigerator overnight if you intend fishing in the morning, and certainly in the deep freeze if you don't intend to fish for several days. You will find frozen clam bait becomes extremely soft when thawed, but not so soft that it will not stay on the hook. Bait in this condition is what flounder relish. Dyed clam that is left overnight on the 'fridge will soften to some extent, but not as much as when frozen and then thawed.

There is one thing of importance when fishing with dyed clam. The dye has a tendency to leach when kept on the hook too long. It's best to change if this is noticed. Don't discard the leached-out pieces. Just return them to the container, stir a bit, and they'll absorb more dye.

Now—worm bait.

I'll tell you right now that I seldom use these popular baits. I put my faith in clam and mussel—except near the end of the season, say in mid-May, when sand and bloodworm truly come into their own. This is not to say you won't catch flounder with worms before then. This is just an idiosyncrasy of mine, I suppose, but it is how I fish for spring flounder. I'll also tell you that there have been days in spring when I wished I had a few worms along, days when my soft clam left much to be desired.

I'm sure you've heard that bloodworm used in some areas is more effective than sandworm—and vice versa. There's a lot to this, but don't go overboard on it. Always bring along some of each and let the fish decide. I assure you, you'll have fewer headaches.

When baiting with worm, don't use small pieces. Follow the directions for clam baiting and you won't go wrong. Don't be deceived by that small mouth. If you want good sized flounder, use good sized baits.

Chumming is important when flounder fishing. Its use can often make your day. The best method is to fill a chum pot with cracked mussel or clam, lower it to bottom and then occasionally bounce it to disperse the goo into the current. Lacking a chum pot and if the current isn't too strong, you can crack several mussels or clams and toss them near your line. Mussel is best for this, but soft clam will also work.

Some fishermen use rice for chum and some use canned corn, each sprinkled liberally around the boat. Of the two, I believe corn is best. But here I must draw a line.

I'm old-fashioned in my thinking, I guess, and certainly I've read much about the use of canned corn and its having no ill-effect on the flounder population—but I'm still not convinced. And because of this, I don't chum with corn. Never have. If I'm going to go out of my way to chum, I'll go a little farther and use mussel or clam.

As I say, perhaps I'm old-fashioned in my thinking, but if I have my doubts about fishing methods, I don't use them. It's as simple as that. And I certainly have my doubts about corn chum.

Next week we'll discuss what this series has been leading up to: the actual catching of flounder.

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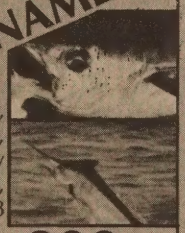

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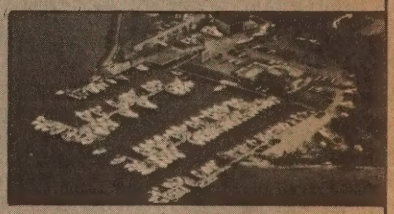

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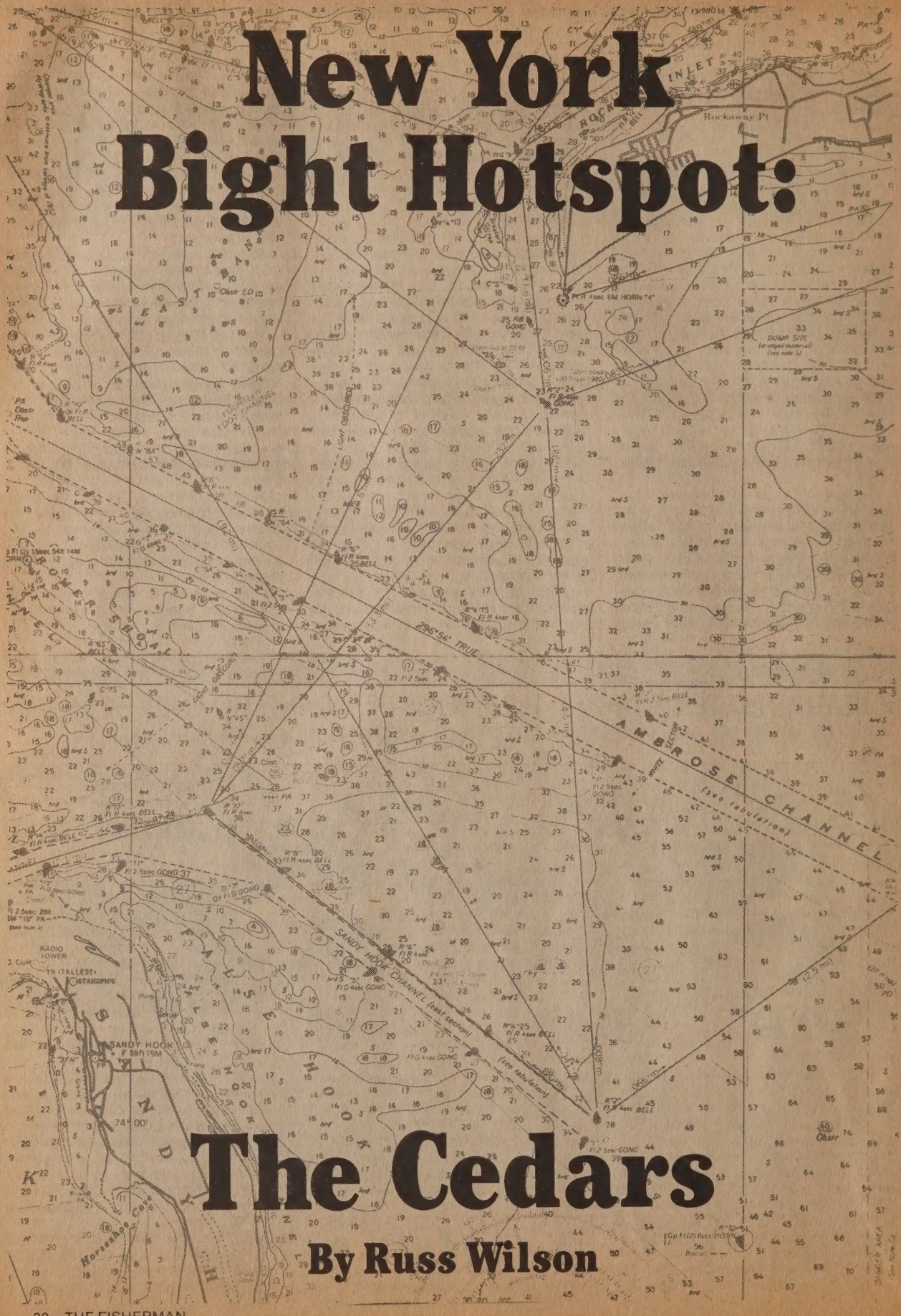
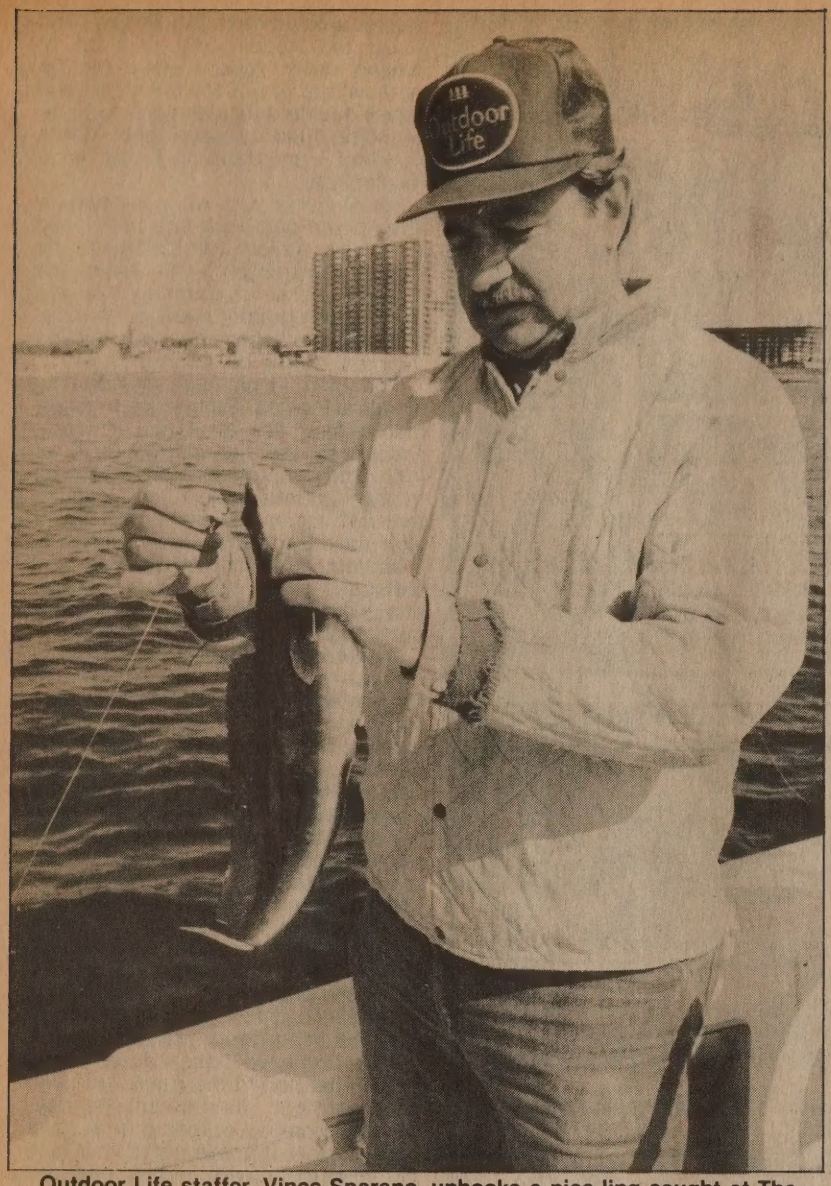


The Cedars

By Russ Wilson



Outdoor Life staffer, Vince Sparano, unhooks a nice ling caught at The Cedars.

The two-hook rig, baited with a sand worm and clam strip combination, barely touched bottom when the rod tip began to dance, telegraphing the news that a fish had discovered the baits and was about to enjoy an easy meal.

I lowered the rod tip a few degrees allowing the fish a moment to get the bait into its mouth and then reared back to sink the #8 hook into something solid.

The way the fish had taken the bait I suspected it was a flounder, but after fishing the Cedars for more than 30 years, I really wasn't about to bet my life's savings on it.

Actually, you never know exactly what kind of fish is going to jump on a bait. I've caught plenty of flounder and lots of ling when fishing the Cedars during March and April and at times have loaded the cooler with feisty whiting, school size cod, herring and white hake.

There's no doubt flounder and ling are the most common species. Very seldom, if ever, can you fish the Cedars in April without catching one or the other of these two cold water species. More often than not, each tide will bring a solid mix of each. When fishing this inshore hotspot it is wise to rig accordingly.

Most of the regulars who board party boats sailing from Brooklyn, South Shore and New Jersey basins carry medium weight spinning or conventional casting outfits. Medium weight rods measuring 6½ to 8 feet in length are virtually standard among savvy flounder fishermen who've been there before and know what to expect.

In many local areas it is possible to use very light line when attempting to catch fish that average less than a pound and no more than two pounds; but in this particular case light tackle is not recommended. I suggest using monofilament or dacron lines of at least 10 or 12 pound test with spining gear and 14, 17 or 20 when utilizing casting tackle.

It is not the fight of the fish that must be considered, when selecting tackle, but rather the existing conditions which usually include a bottom depth of approximately 20 to 25 feet and a fast flowing tide that necessitates using 1 to 3 ounces of lead to keep baits on bottom where they are most apt to be seen by hungry winter flatfish or pot-bellied ling.

Weather permitting, party boats will be sailing on a daily basis. Since the Cedars is a very popular fishing spot among captains from both New York and New Jersey, you can anticipate crowded conditions, especially when the flounder fishery throughout Sandy Hook/Raritan Bay goes into a downhill slump in early to mid April.

In addition to the usual array of party and charter boats, private boat owners will be pounding the Cedars on a daily basis also. On a typical spring day you might see private boats from Staten Island, the South Shore, Hudson River and all basins throughout Raritan Bay and Shark River. It can be wild, but that's to be expected when fishing close to one of the most densely populated areas of the nation.

Flounder seem to prefer the first couple hours of outgoing tide. According to a log book I've kept for many years, the best catches of flounder at the Cedars will usually coincide with high tide and will continue during the first half of the dropping tide.

It's no well guarded secret that winter flounder eat sea worms, clams, or mussels. Sand, blood and tape worms comprise a major portion of the flounder's diet and should be included in your arsenal.

Knowledgeable flounder fishermen will generally carry a selection including at least a dozen sand and a dozen blood worms for each angler on the boat. Add to this a dozen or two surf (skimmer) clams and 5 pounds of mussels.

Although not everyone will agree, I feel chumming is absolutely necessary when attempting to bring spring run flounder rallying round the boat. Crushed clams, crushed mussels, canned tuna or cat food, ground up menhaden (bunker) and boiled rice are proven flounder attractants. You might go one step further and add a touch of concentrated bunker oil to the boiled rice. The bunker oil oozing from the soaked rice will add to the effectiveness of the chum slick.

Most shore area bait and tackle shops sell frozen chum logs of a size that is made to fit into a lead weighted pot. The chum pots, constructed of 1/4 inch galvanized wire and weighted across the bottom to keep them anchored, are available at area stores at very inexpensive prices and will last for years if given a reasonable amount of care.

Although the standard chum pot will do the job, many dedicated flounder fishermen employ handcrafted chum pots that will hold a

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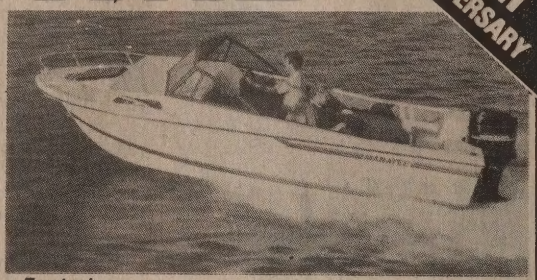

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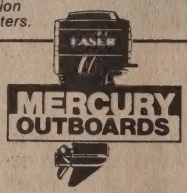

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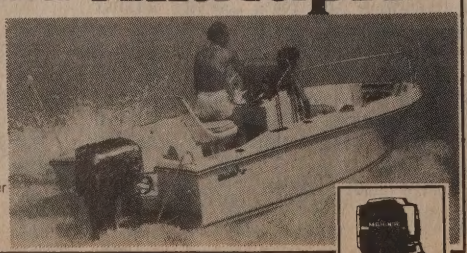

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greater amount of chum. Rather than go to the trouble and expense of making larger traps, I use a regular minnow trap. It fills the bill nicely and serves double duty when the summer flounder (fluke) season gets under way and I am trapping killies on a regular basis.

Savvy fishermen will use two or three chum pots with one positioned at the bow, a second amidship and the third at the transom. This allows the bits and pieces of chum to disperse over a much greater expanse of water and will usually have flounder sniffing their way to the baits in a hurry.

The two hook rig is virtually standard among experienced fishermen. There are available at tackle shops and generally sell for a dollar or less. Anglers proficient at tying rigs, might purchase some 10 or 15 pound test stiff leader material and a box of Mustad or Eagle Claw hooks in size 6, 8 and 10. To finish off the rigs, you will need some connecting links to attach sinkers and a supply of 1 to 4 ounce bank, dipsey or flat sinkers.

It should go without saying that it is necessary to anchor when chumming for winter flounder. Some unsuspecting fishermen use the two anchor system that works well when fishing sheltered waters. This, I feel, is asking for trouble. When probing ocean waters you never know when a wave or the wake from a passing boat is going to smash up against the side of your boat. With two anchors out, a large wave or wake could very easily cause a serious mishap.

Sportsmen who are into catching ling, forget all the basic rules regarding moon phase, tide and fish habits and will head for the Cedars whenever the opportunity presents itself.

The ling (red hake) doesn't pay much attention to the rules. Ling will feed at night, throughout the day, during incoming, outgoing or at most any stage of the tide. And, much to the delight of novice and experienced fishermen, hake are not too particular about what they stuff into their oversize mouth.

When fishing specifically for ling, I don't put too much emphasis on the stage of the tide, moon phase or any of the other factors that apply to fishing.

Ling may qualify for the title "ugliest" fish in the ocean and, in addition, they are not all that smart, eating just about anything that looks and smells like food. On the plus side, ling are considered one of the finest fish to eat, with party and charter boat skippers often choosing a fillet of ling in preference to other cold water species.

Most any tackle that is suited to saltwater fishing can be applied when seeking ling. Conventional style boat rods, heavy duty spinning or midweight plugcasting and spinning will work just fine. Same goes when selecting terminal rigs. Ling are not at all fussy in their selection of foods and not in the least hook or line shy. The oversize mouth, which is slightly

underslung to allow the fish to pick up morsels of food that are lying on bottom, is built to gulp down large offerings.

A large hook, even a 5/0 or 6/0 does not decrease your chance of hooking any ling that decides to eat the bait. If the rig is designed so the bait lays on bottom you can bet it will take ling. I prefer to use only one hook and will normally snell a 2/0 or 3/0 Sproat model to a 12 inch length of 20 pound stiff leader material. The rig is completed by clinch knotting the opposite end of the leader to a three-way swivel and using a connecting link to attach the sinker.

About the middle of May and continuing through June, fluke will move onto the Cedars to feed on the abundant supply of sand launce (sand eel), rainfish, small bunker and anchovy. Although many of the early run fluke will not make the 14 inch minimum size limit, it is not at all unusual to catch 40 or more keepers plus those that are too small and must be released to fight another day.

Blues, weakfish and striped bass are a possibility also. I've taken plenty of big stripers from the Cedars during June when trolling umbrella rigs and had exceptional success when livelining bunker for both weakfish and stripers.

The Cedars is a spot worth consideration. There are few places that are as easily accessible to boaters fishing from New Jersey, Staten Island and the South Shore that are capable of producing good fishing throughout most of the year.

The crossing from Rockaway Point to the Cedars is approximately five miles, give or take a little. Weather condtions can be mild or brutal during the early season. I advise anyone new to the area to keep this in mind when contemplating a trip across the entrance to Sandy Hook Bay. On days when the wind is whipping down the bay from the westerly quarter, a common occurrence during March, April and early May, anglers operating mid-size center console or cuddy cabin boats are exposed to a wet and wild ride.

The Loran C TDs for the Cedars are 26985/43712. I also advise scouting around once you arrive in the general vicinity of the Cedars. Quite often the flounder will be slighly inshore and ling or whiting may be a little farther offshore, say somewhere around 26975/43700.

Most of today's serious saltwater anglers have and know how to use Loran C. In my opinion, Loran is the only way to safely navigate long distance runs to some primary fishing grounds. This applies when fishing offshore waters inhabited by tunas, marlin and sharks or when probing inshore hotspots such as the Cedars.

Boaters who start from Rockaway Point and are using a compass can home in on the Cedars by following a compass heading of 225 degrees for the trip over and 45 degrees for the return to Rockaway Point.

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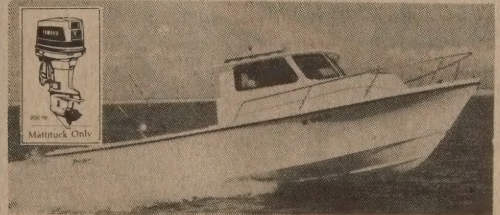

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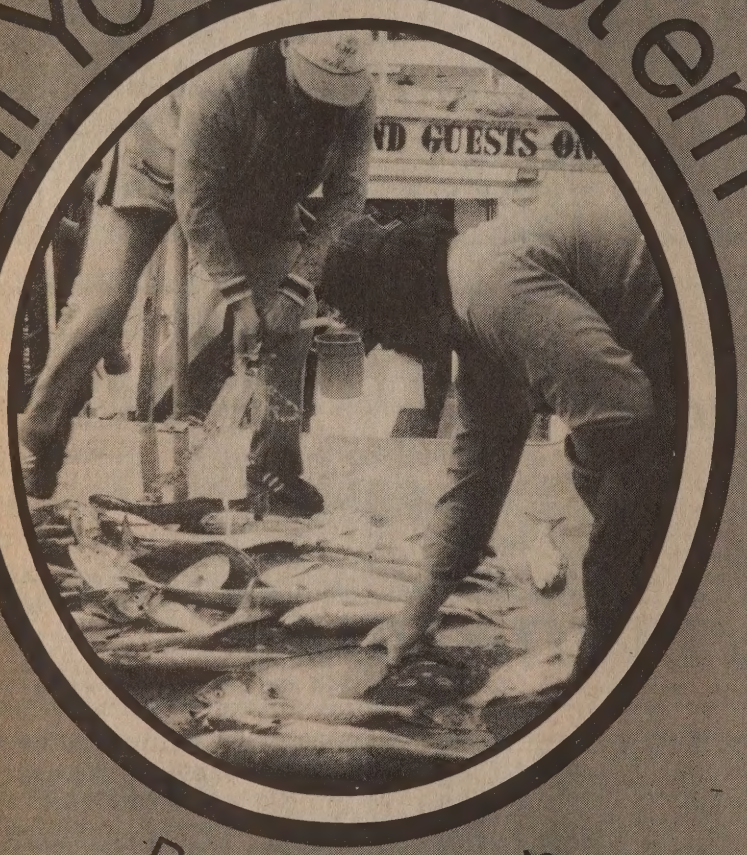

By Gary Gresh

If you fish often enough, then sooner or later you have one of those banner days that fills your coolers to overflowing and leaves you bewildered as to what to do with all the fish. Normally one engages in a round of frantic phone calls in a desperate attempt to distribute the bounty. Mackerel often fare less well than other species.

Most anglers have seen, eaten or at least heard of smoked fish. Rather few of them have attempted to smoke fish themselves. Many fishermen mistakenly believe that large smokehouses, a great deal of time and effort and access to some "forbidden knowledge" are necessary, but the exact opposite is true. Home smoking is easy and takes little time, space, effort or investment.

Smoking along the North Atlantic Coast has traditionally been associated with whiting and mackerel. Actually most fish take well to smoking and can provide the angler with a gourmet change of pace.

You do not require anything elaborate to smoke fish. Homemade smokers can be constructed from metal trash cans, 55 gallon drums or old refrigerators. I use a two-rack smoker manufactured by Brinkmann's. It takes up less space than a large charcoal grill although it is charcoal-fired. Electric and alcohol-fueled smokers are also available. Most are reasonably priced. You can pick up one like mine on sale for less than $50. They make great gifts for the serious outdoorsman and/or gourmet.

The fish themselves require very little special preparation for smoking. I simply gut them and cut the heads off. Make sure that you clean all the blood out of the body cavity or the fish will have a strong taste. It's not necessary to scale or fillet them, although larger fish will take up much less room if they are filleted or steaked before smoking. After cleaning the fish, soak them overnight in a plastic bucket with the following mixture which varies from person to person: 1 gallon water; 1⅔ cups Kosher salt; 1/3 cup sugar.

After the fish have soaked overnight in the mixture, rinse them well and place the fish on the racks to dry for at least 1/2 hour before placing them in the smoker. You could even direct a fan at them to speed up the drying process if you wish. The drier they are when the smoking begins, the better. The following directions are for use with a charcoal-fired smoker.

Fill water pan in the smoker about 3/4 full. You can add wine or herbs (tarragon is a good choice) to the water if you wish. Feel free to experiment with wines, herbs and spices. That is one of the big advantages of home smoking. Then I fill the charcoal pan at the bottom of the smoker and get a fire started.

When the flames have died down you can place the fish on the racks in the smoker. Oil or spray the racks first

so the fish won't stick to the rack. Keep a little space between each fish or they will stick together.

While the fire is getting started, soak three or four hickory chunks in water for 1/2 hour. I place them in the coals at the same time that I put the fish on the racks. Many other types of wood besides hickory can be used for smoking, including apple, mesquite and cherry. Try them with different varieties of fish and see which are to your liking. Basically most hardwoods besides oak are good for smoking. Avoid resinous woods like pine, cedar, fir and spruce. Mesquite flavor seems to go better with meat than with fish.

Smoke fish for about four hours. Fish should be golden brown and firm to the touch. I have found that overcooking is not much of a problem. When done, place the fish in a refrigerator between sheets of waxed paper. Keep them separate from one another or they will stick together.

I have smoked whiting, mackerel, bluefish, weakfish and sea bass in this manner and each has been an unqualified success. This is a good way to prepare mackerel if you don't like them baked or broiled. Instead of using them for bluefish or shark bait or fertilizer, you can smoke a couple of dozen and enjoy some good eating.

Whiting are perhaps the most popular smoked fish. They are excellent eating when smoked and their smallish size enables you to smoke a good number of them at once. Bluefish are great when smoked and I'm really surprised that more people don't smoke them. If you have great big blues, simply smoke the fillets. Flaked, smoked bluefish mixed with mayonnaise makes a great dip or spread.

Many other species of fish are very good when smoked. These include freshwater trout (often served as appetizers in fancy restaurants), carp, suckers, eels (a European favorite), herring and shark. It's also said that sea robins are very good when smoked. Oily fish are sometimes considered the best candidates for smoking, but the leaner fish that I have smoked (weakfish and sea bass) were all excellent eating. I'm looking forward to trying some different varieties in the future.

Be forewarned, however, that smoked foods are not recommended for everyday consumption. The American Institute for Cancer Research recommends limiting the consumption of smoked foods because there is an increased risk of stomach cancer when smoked foods are included in the daily diet. Consider them as a tasty change of pace instead.

As you can see, smoking fish is neither time consuming, complicated or expensive. It is quick, easy and inexpensive. Give it a try sometime soon. If you want, chip in with your regular fishing buddies and split the cost of a smoker. You'll be well satisfied with the results.

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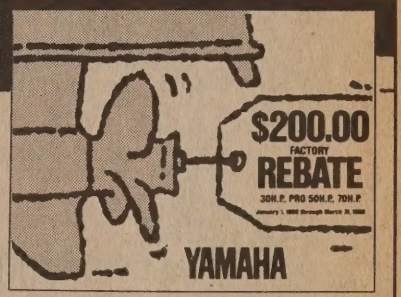

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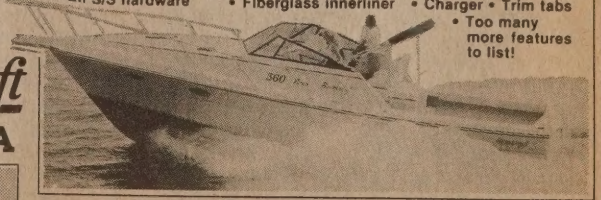

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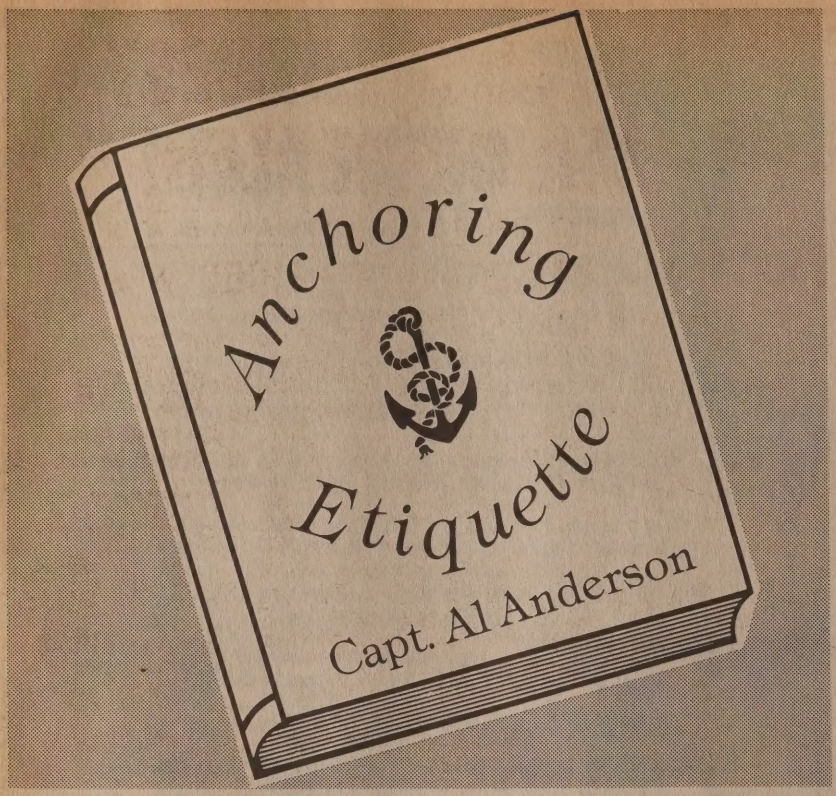

As a professional charter boat captain, I get the opportunity to watch a lot of antics on the water. Particularly those during the summer months on the tuna grounds. Now, I'm certainly no self-appointed critic, but almost daily, some boat comes along and creates a problem. Usually it involves a nearby boat, but occasionally, yours truly has a period of elevated blood pressure.

It's becoming more and more obvious that fewer boat owners today demonstrate courteous and responsible behavior when fishing in the fleet. You've already guessed it, the ugly head of greed rears itself more and more frequently, as a result of mega bucks for tuna.

Now, chances are you've seen this obnoxious fisherman. Usually a new boat owner, with more money than brains. Knows absolutely nothing, so he feels comfortable in having a crew of 6 or 7. At least the odds are good someone on the boat will know what to do. Unlike yourself, he doesn't choose a likely looking spot (slicks, storm petrels, clouds of bait on the recorder). And, with "looks good" nods from the crew, you ease the anchor overboard well away from the other boats. This character, on the other hand, steams into the fleet, slows down only slightly (now with considerable wake) and proceeds to look for hanging fish. Whoever is running the boat figures this is the best way to find the hotspot. Does not require much talent—or brains. He's right. Zeroing in on 3 or 4 boats with fish hanging, a search is made to see if another boat is "off the ball." What better way to get right into the action. He figures he's got the right to use another vessel's ground tackle. Anyway, the boat is off somewhere on a fish, so no big deal. Traditionally, you do not jump on another boat's ball unless given permission or invitation has been extended. I've witnessed a boat owner returning to his ground tackle, with another vessel hanging off it, name boldly painted on the ball (good idea) and been told to get lost. The ensuing argument never should have occurred, and simply ruined an otherwise enjoyable day.

Back to our obnoxious friend. No ball in sight, so, you guessed it. With no feeling whatsoever for wind and tide, or respect of the area immediately around another boat, his anchor is heaved off the bow. Coming tight, they wind up within a few feet of another vessel. What bothers me is this: he knows he is screwing up, but he refuses to admit he's made a mistake. The other guy was there first, but so what? If he were to re-anchor, he's making an admission.

Well, you guessed it. The boat our "friend" is compromising now has to make a move. Sure, the day's fishing is no longer quite as enjoyable. That's the point of this story.

Our "friend" has no boating talent, probably little angling talent, and certainly no respect for others. Shortly thereafter a decision is made to go look around. Fish are being baited, fought and landed throughout the fleet, mainly due to talent, technique and hard, hard work.

Up ahead in the tide, several boats are on fish. It looks like another bite is coming this way. A good bet some fish will swim under the boat. Does our friend see it? No way. Hauling the anchor, he does not even bother to look ahead to see if a boat has a fish on way out. You've seen it: the crew frantically waving this boat off, but to no avail. Heck of a way to lose a fish. And, anchor, line and ball pass periously close to another nice tuna attached to angler and boat some yards distant. Can you imagine the language?

Now, instead of moving to the periphery of the fleet, at slow speed, our friend, probably due to frustration at seeing others fight and land fish, puts the throttles to the wall. Boats roll violently, soda cans become airborne, tackle, gear and equipment bang and thrash, and people become indignant. "Same to you, buddy," is his reply to the shouts and waving fists that blossom in his wake.

Knowing how to anchor, under a variety of conditions, comes from experience. When and where, depending on the fishing, is another story. All too frequently we see improper ground tackle displayed by a boat having problems, or creating them.

You've seen this character. Up on the bow, anchor, chain (all two feet of it), and line tossed overboard and it soon points straight down. No quick release mechanism is evident; the bitter end of line tied to a forward cleat or bit. Yes, you guessed it—no ball either.

Soon this character is broadside to the wind, now drifting through your chum line. Had you not retrieved line on two outfits, his near vertical anchor line would have taken baits, leaders, floats, etc., with it. In his attempts to get the anchor to hold, he interferes with one boat after another on a downwind drift, disrupting the rhythm of chumming and working lines.

One of the many tasks necessary to catch tuna in the chumming fleet is paying attention to what is going on around you. All too often, a crew is so intent on cockpit duties, they fail to see or hear the shouts resulting from a hook-up up current or up wind of them. This boat, now coming down on them, may have a good fish on relatively light tackle. In a gesture of courtesy, lines should be quickly reeled in and action taken, if necessary, to get out of the way. Fewer boatmen today live up to this responsibility of giving the other fellows all the room they need (within reason). Sure, in getting out of the way quickly, you need a quick release device, and it's also a good idea to stand by on the common VHF channel. It's a pain for sure, as you may wind up losing a hook bait or two and precious time is lost, perhaps while the bite is on. Seriously now, would you want someone to do less than that for you?

Occasionally, even with due consideration to other boats in the immediate area, problems arise. With a change in the wind direction or velocity, two adjacent vessels may experience a relative change in their positions. Usually this results from

differences in vessel size or amounts of anchor line (rode) in the ocean.

Traditionally, the vessel anchored first that day has no obligation to move. Should a boat's changing position encroach on the chumming and fishing area of another, it's obligated to move. Again, a pain for sure, but another responsibility that has been traditionally accepted when fishing in the fleet.

This, of course, raises the question of "How close is close?" Opinions differ, but if another boat indicates you're too close (perhaps within throwing distance of a 12 oz. sinker), you should strongly consider making a move. Who knows, maybe minutes later, with a fish on, you're now going to ask this same boat to drop off the ball. Wonder how quick they'll respond?

Coming into an area of the fleet that is experiencing action, with plenty of room to anchor, keep in mind what happens to a free floating anchor line and ball. It's your responsibility to stay well clear of the ground tackle, which may now be positioned differently in the wind and tide, now that its owner is off on a fish. And to be sure, how many of us have looked to the heavens and requested the fish be boated quickly, as the anchor line and ball are now just down tide of all your baits. Imagine how someone like myself must feel, with the bite going on all around me, customers now anxious, no room to re-anchor and ball and line are just a few yards off the transom.

Imagine, if you can, my blood pressure as I watch this boat, with fish now finally alongside. Instead of putting a tail rope on the fish and coming back to their anchor setup, which in effect soon pulls the gear out of the way, they choose to drift down through the fleet. It seems to take forever to get their fish into the boat. The smart thing to do, if they intend to put the fish in the cockpit, is to do so back on the ball. At the same time, they could be getting tackle and gear ready for the next bite.

Just a few years back, there was some very serious giant bluefin tuna fishing on the chumming grounds. Braided dacron quickly did a number on an anchor rode as it "sawed" its way through following a heavyweight bluefin. Heavy mono, also running, took an extra moment or two to achieve the same effect. The heat generated by friction, even underwater, is enough to melt the best nylon anchor line. Today, as it was then, if your actions (or lack of them) are responsible for the loss or damage of another boat's ground tackle, you are obligated to make amends.

So, hopefully, this coming season, both the pro as well as the novice, will be reminded of the responsibilities they have traditionally assumed when out to catch a few tuna in the fleet. If so, those of us involved in both the business, as well as the sport, will have a more enjoyable day on the ocean.

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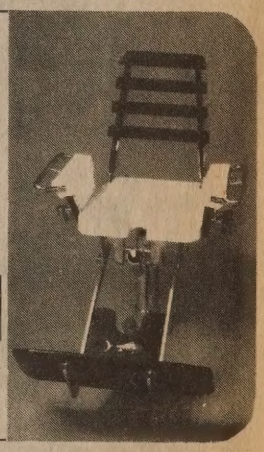

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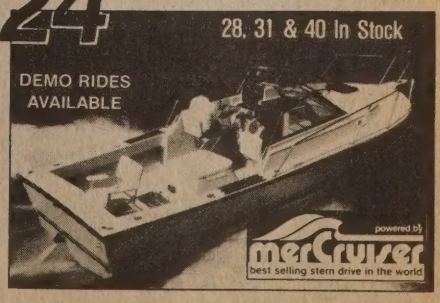

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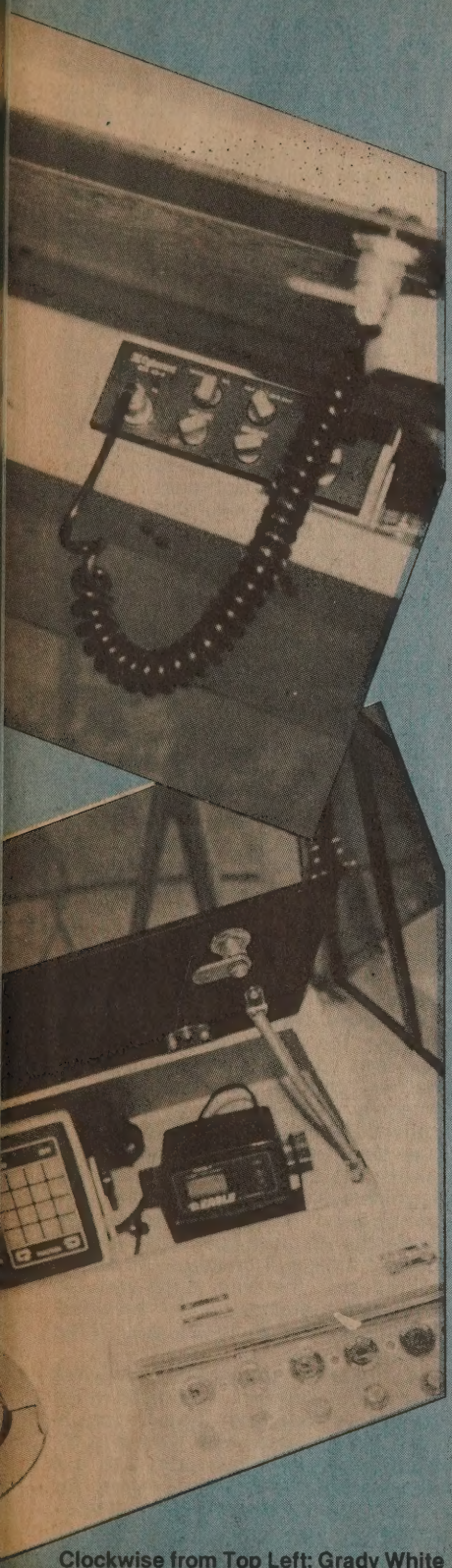
By John N. Raguso



Clockwise from Top Left: Grady White 230 features a drop-down panel for ease in wiring and rigging. Radios are mounted overhead and out of the weather. The author's electronics arsenal. Hinged console on Sea Wolf 22CC allows for easy rigging.

Last week we concentrated on the latest fishing accessories and accouterments that should turn you and your crew into a well-oiled machine when it comes to landing large game fish with less fuss and more regularity. For this installment, we'll focus on the electronic aids that you're sure to find indispensable for the blue water buggy in your offshore putsuits. For the sake of this analysis, I'm going to divide the electronics into two distinct groups: the absolute necessities and the secondary instruments that very well may give you the edge you're looking for to take top honors in a high-stakes tournament.

Core Electronics: Much has been written over the last few seasons about the magical wonders of a good quality Loran C receiver. With these units going for as little as $500, there's no reason to be without one. It's the one tool that will take you to the promised land time after time, and save you some fuel in the process. But even with the reliability of Loran C units, the prudent skipper should also purchase the best high speed compass he or she can afford as a back-up. Electrical storms and squall have a way of making your TD coordinates appear like you're cruising off the Outer Banks of North Carolina, when in actuality you're somewhere in the Great South Bay. Since the Lorans always seem to go south when you need them the most, learn to use the compass as a primary navigational tool. It's also a good idea to have a professional compass adjuster come by to guarantee that the heading you're reading is consistent with your true direction of travel.

Another instrument which I feel is in the "must have" group is a computer graph recorder. It should have at least a 4 inch paper roll to provide the bottom detail that you'll need to differentiate fish from structure. It works well in conjunction with the compass when you are trying to find home base if your Loran C unit should go on the blink. Unlike some of the latest CRT video graphs, the computer graph recorder also provides a permanent record of your offshore excursions, especially if you're wreck fishing or working the fathom curves and the canyon areas. Many of the printouts that you've seen in my Atlantic Wreck Series articles were compliments of my Eagle Mach I or Lowrance X-16 recorders. I wouldn't be without one! Of course, a switchbox with narrow and wide beam transducers will bring out the fullest potential of your graph recorder.

A VHF radio is your communications lifeline back to the real world and as such, should have a place on every fishing boat that plies the briny in search of adventure, no matter what its size. Ditto for a class "B" EPIRB, which will alert the Coast Guard of your whereabouts should you be out of VHF range and trouble comes your way. These Emergency Position Indicating Radio Beacons are wired directly to a network of U.S. and Russian search-and-rescue satellites, and most of today's EPIRB "B's" have a 300 mile or so range, depending on atmospheric conditions.

the last of the mandatory core group of electronic instruments is a sea temp gauge. Although it won't do much for pinpointing your exact whereabouts if you're lost 40 miles off the beach, a good sea temp gauge will indicate the most likely feeding grounds for blue water pelagics. Stick to the models that show their temperature readings in tengths of a degree, so you can home in on the warm eddies that many game fish seem to favor with more accuracy.

Optional Electronics: If purchasing and installing the items in the first group didn't break the old piggy bank, then you might want to consider some additional electrical gear that might make you even more proficient an angler and boater. The first of these is a video CRT depth finder, preferably one of the latest color units. Although the earlier models caused some concentrated interference problems and were not totally visible if viewed in direct sunlight, the 1988 lineup of color scopes addresses these glitches fairly well. Some anglers I've spoken to claim that they can tell various species of game fish apart with these units by the color and density of the readings. If you could develop that level of capability with a CRT, it might be well worth the investment.

Secondary communications are always welcome on any blue water sportfisherman, so adding a back-up VHF radio, a portable hand-held VHF, a CB radio, or a Single Sideband could bail you out should your primary set experience some downtime while on an offshore sortie. The CB could be useful if you desire to keep your conversations of the prime fish catching locations as privileged information. Most of today's portable VHFs can be hooked up to your onboard 6 db antenna for increased range, so having one of the nominally priced handhelds with you makes good sense. If you have a severe case of "canyon fever," then a single sideband radio should be added to your electronics arsenal. It carries the long distance range to communicate across vast stretchs of ocean to reach faraway landbases, but requires some sophisticated antenna installations that should be only attempted by professionals if you hope to tap SSB's fullest potentials.

Another of the add-ons you should consider if finances allow, is a digital depth finder. These units can be left on during every phase of your trip to keep you abreast of the latest water depth data, and there's no paper to replace like on the computer graphs. A speed/distance log can also be beneficial if you require a constant update of your boat's headway, or

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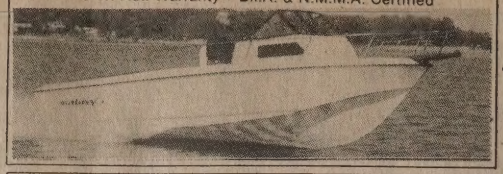

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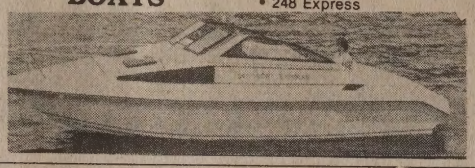

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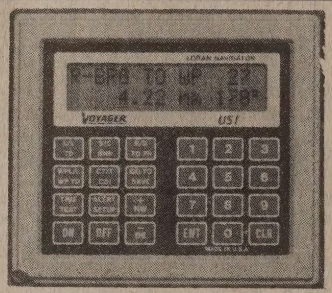

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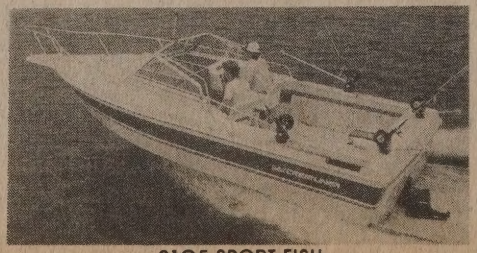

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desire to know how many miles were covered during the trip to help computer fuel-consumption statistics. Some of these S/D machines will even provide a surface sea temp reading as well.

Now that we know what goodies might help us catch more fish and be safer in the process, what about installation?

Once you've decided what electronic gear would be most apropos for your rig, my best advice is to make two cardboard cutouts for each unit: one representing the approximate length and width dimensions of the front face of the Loran, VHF, or whatever, and the other the width and depth parameters of the unit's frame, This system will enable you to fine-tune the exact placement of your electronic arsenal **before** you begin to cut and drill into the fiberglass, and will surely prevent the inevitable headaches of a helter-skelter approach. Mark the optimum locations for each piece of electronics with a pencil and be sure that you have enough room aft to run wires. If it's possible, run temporary power cables to determine if all the gear works in harmony prior to final installation. You don't want any surprises after investing 10 to 20 hours in rigging time to find out that your radio makes the compass go haywire, etc.

In an effort to provide you with some tips from the real rigging pros, I've consulted with two local Long Island specialists. Bill Martin of Brentwood, Long Island is a professional mechanic and welder and rigs or wires commercial equipment on a daily business as his livelihood. Bill offered these following 9 tips for all those who would attempt to rig the electronics of their own boat:

1. If you are using solderless terminals, strip the wire and dip it into wheel bearing grease prior to making the final connections. This provides you with an anti-corrosion barrier which will preserve the integrity of your work in the harsh saltwater environment. Bill takes it one step further by cutting off the plastic insulators on these solderless terminals and replacing them with shrink wrap for an extra measure of protection. A quick pass of a heat gun or hair drier will snug-up the shrink tubing over the wire joints and the high melt characteristics of the wheel bearing grease will keep everything A-OK.

2. If you are running multiple wires fore and aft, use jacketed wires which have anywhere from 2 to 4 wires in each cable. These usually come in 10, 12 or 14 gauge dimensions and a 4 wire setup will have provisions for three "hot" wires and one common ground.

3. If you're wiring a bunch of items in the stern section of the boat, run one major hot and common wire to a junction board and position it to keep the wiring down to a minimum.

4. Strap your wires about once every foot and be sure to use **black**

plastic tie wraps that will not be adversedly impacted by the UV spectrum of sunlight. Bill also comments that you should purchase the tie wraps that have mounting holes for anchoring them into something firm, and run the wires in a plastic loom for even more protection against breaking off a connection inadvertently.

5. Don't dive into your project: draw a sketch first and have a wiring schematic for future reference. Intelligent planning is the key!

6. If you wire your electronics using basic black and red, use number tags attached to each wire to I/D the system, and be sure to draw up a corresponding list that explains where each wire goes.

7. When stringing wire, always allow a few more feet when you rough out the initial lengths, so you're not short if you have to redirect the flow for some unforeseen reason.

8. Don't use solder. It's a moisture absorbing material and could be potentially corrosive down the road.

9. For seagoing woodwork, don't attempt it yourself. Call Stu Lilker of Custom Marine Carpentry in Freeport, Long Island.

For a second opinion, I approached Jack Darragh, electronics sales manager for Shane's Marine of Island Park and Babylon, Long Island. Jack offered the following helpful hints:

1) Mount CFT fishfinders and Loran C units at least 4 to 5 feet apart, plus wire them on separate power lines. Many CRT's emit RF interference which may adversely affect the Loran's signals.

2) When rigging out the boat for the first time, "loose wire" the electronics to determine if everything will work compatibly. Use tape to mount the equipment, as this will allow you to move the units if necessary to achieve optimum performance.

3) Be sure to check your wires for proper polarity **before** turning on your machine. This is the number one cause for blown internal fuses.

4) Check your wiring with a voltmeter for 12.5 volt current. A poor connection will sap voltage from the signal and anything under 11 volts total might negatively impact the unit's performance. Check the wiring with the engines turned off to get a true reading.

5) For diesel or outboard powered boats with a high vibration factor, use a rubber "hush pad" under the unit's mounting bracket to dampen vibration. This can be made from an inner tube, A rubbermaid mat, or whatever does the job best, and will cut down on the harmonic vibrations which could potentially damage your equipment at high RPMs.

Well, there you have it from a couple of guys who know what they're talking about. I know when it's time to rig the next blue water buggy, which could be very soon, I'll be taking some of their good advice for a reliable installation. Why don't you do the same?

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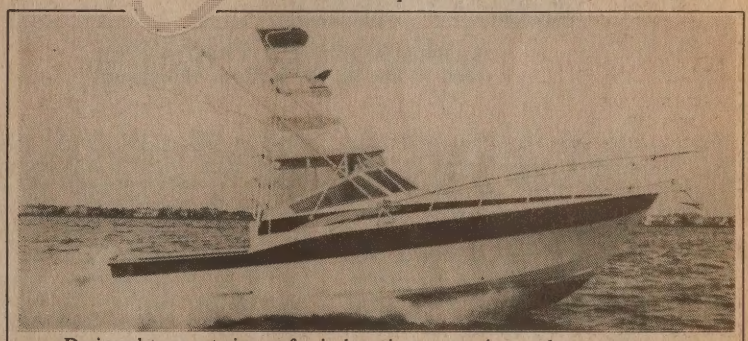

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A device such as this is helpful when used to stir up the bottom sediment.

Rich Przybylinski with a nice fla combo.

It is perhaps our most tasteful food fish. Found throughout most of Long Island's bays and estuaries, the winter flounder, affectionately known as the flattie, provides many seasoned anglers with lots of fine eating as well as many hours of angling enjoyment. Though a bit small by any standards, the flounder makes up for its lack of size by existing in large but scattered concentrations. Over the years, knowledgeable anglers have learned to take advantage of the vast numbers of flounder found throughout the Island and have developed a special set of techniques designed to fill their pails. Learn these techniques and you, too, will cash in on the fabulous sport and the fine eating.

To catch flounder you must find them. For the beginner a lot of initial searching can be avoided by asking for advice at local tackle shops. Flounder spots can be small depressions in the bottom, sometimes less than 30 feet wide, or they can be vast shoals encompassing square miles of water. If you plan to study charts of likely areas, look for channels or "holes" in the bottom where a drop-off occurs. It is usually along such contour changes that flounder wait for the moving tides to bring food to them.

Flounder are creatures of habit and over the years fishermen have found that certain areas around the Island tend to produce flounder at different times with maximum concentrations occurring in various months. In general, flounder fishing will begin as early as March in the canals of Quogue (buoy 7A) and will produce in that area until the end of April. The Shinnecock Canal, a hotspot for shorebound anglers, opens up around the end of March and will provide flounder well into May. Further to the west, the end of March and beginning of April brings many flounder out of the mud around the Babylon Cut, State Channel and the Heckscher Flats, as well as good concentrations occurring at Blue, Howells and Smith's Point. For north shore anglers, late April and early May awaken large numbers of flatties simultaneously from various sites. Cold Spring Harbor holds many eager mud dabs ready to bite as does Huntington and Northport Bays. One of my favorite spots, the Nissequogue River, is an excellent location to catch a full pail of flatties for both boat and shore anglers alike. Further to the east, Mount Misery Shoal, the entrance to Mount Sinai Harbor, and the shoal water off Sound Beach and Roanoke are steady producers with better fishing occurring as one moves further east toward Mattituck and Petty's Bight. The culmination of Long Island's flounder fishing occurs in May at Gardiner's Island, Montauk

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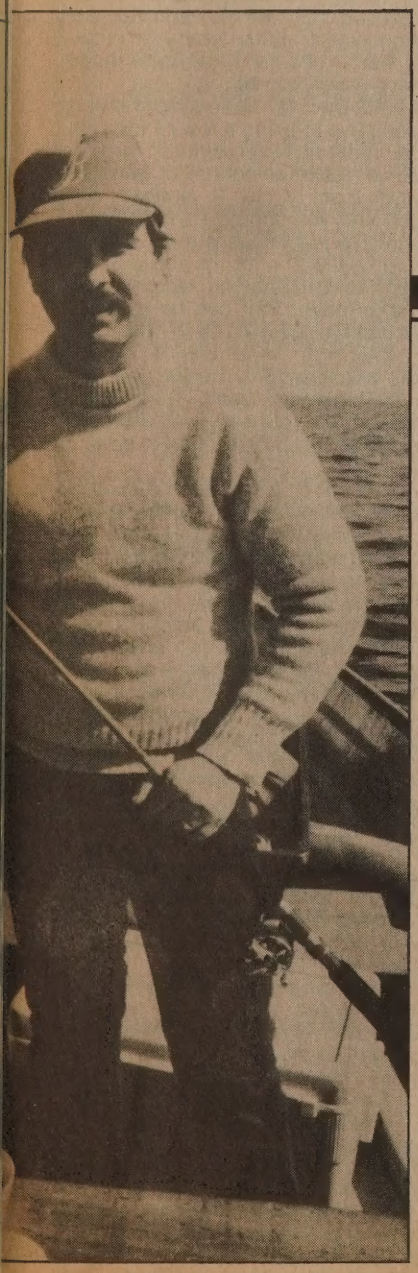

t fell for dyed mussel/dyed clam

Winter flounder taken on a tandem rig tipped with a twister tail and corn beads.

and Block Island with the elusive "snowshoes" (flounder is excess of 3 pounds) filling the bags of more adventuresome fishermen.

Flounder move around a lot so it is often beneficial for the angler to bring the fish to him and this can be accomplished by chumming. Chum, a mixture of rice, corn, egg shells, mussels, clam bellies or any combination of these ingredients is most often dispensed in a chum pot lowered to the bottom immediately below the boat. Chum pots come in a variety of sizes, but I prefer the half gallon pot with quarter inch mesh for it allows just the right amount of food particles to flow out acting as an attractant rather than as an alternative to the bait on the hooks. When fishing in a slow tide it is often necessary to work the pot. This practice involves bouncing the pot repeatedly off the bottom to draw the flounder in close. As a bonus, I often tie a baited hook diectly to the chum pot which almost always accounts for another fish in the pail. When it comes to fishing from shore, the practice of chumming is very difficult and often avoided, but for those of us who fish from a boat, chumming is a necessity if steady action is to be expected.

Chum doesn't last forever and if you do as much flounder fishing as I do, you will find that by the end of the afternoon your chum will be running out while the fish are still biting. Some years back a friend of mine showed me the rewards of "pounding the bottom" for flounder in addition or as an alternative to chumming. Pounding the bottom can be accomplished by a variety of methods. Some fellows use an oar or pole to stir up the food particles in shallow areas while some "bounce" their anchor when the tide is slow. An excellent device for bouncing the bottom is a bathroom plunger weighted with an iron disc. The rubber head of the plunger pulls the sediment up off the bottom while the iron disc acts as a weight. Whatever method you choose "pounding" will always increase your catch. If you are a bit lazy or unprepared, it might help setting up your boat downtide of a clammer

When fishing for flounder, the type of rig you'll use will vary according to the depth and the speed of the water you will be fishing in. In deep, fast moving water a plain rig tied with a single hook or two hooks in tandem will be most productive. The plain rig will have less drag in the current allowing you to use lighter lines and less lead to hold bottom. Using a lighter line and lighter sinker enables you to use a lighter rod which will give you a better feel in deeper water where it is needed. Often I like to add a rubber twister tail or colored beads to my rig when they are needed and I

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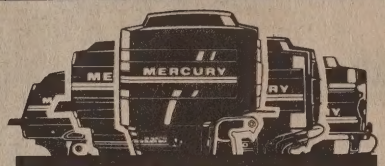
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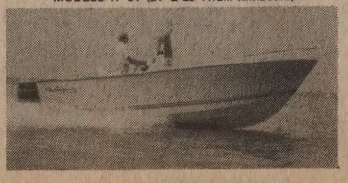
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will also add a split shot to the snell (the line that is tied immediately to the hook) so that it will continue to lie flat on the bottom. Yellow, red and chartreuse are popular colors for attracting flounder (some fishermen even paint their sinkers) but if the fish are biting heavily, refrain from adding extras to your rig. Too much terminal tackle often detracts from the fight of the fish.

If you are fishing in shoal water; that is, water not exceeding 15 feet in depth, plain rigs are the exception rather than the rule. One of the best rigs I have used consists of two hooks separated by surgical tubing used as a spreader. Shoal water is often stagnant but the surgical tubing is buoyant and floats in the water just enough to animate the baits which, in turn, attract the fish. To this rig one can add twister tails, beads or glow-in-the-dark light sticks to excite those finicky flatties into biting.

To be successful at flounder fishing you will have to bring a few of the rigs I have mentioned or similar substitutes. A good selection of sinkers ranging from 1 to 8 ounces are needed and you should be constantly changing them, substituting lighter ones for heavier ones as the current slackens and increasing weight as it begins to move. Bait can be mussels (preferably dyed red or yellow with food coloring), sand worms, blood worms or clam. The hooks you will use will be either Beak, Wide Gap, Sproat, O'Shaughnessy, Carlisle or the old favorite Chestertown in sizes 6 to 9.

One of the keys to successful flounder fishing is having an outfit that is sensitive and this can be accomplished by keeping the rod and the reel on the light side. Generally, the smaller an outfit is the less it weighs. The less weight an outfit has, the less dampening the effect on transmitted vibration; hence it is said to be more sensitive. Rods constructed of graphite or a composite of graphite and fiberglass are much stronger than their total fiberglass counterparts and have a stronger strength to weight ratio. Flounder rod range from 5 to 6 feet in length and should be stout enough to handle 3 ounces of lead. Reels should be any of the smaller level winds such as: Penn 920, 9MS or Mag 10; the Daiwa 4HM, 3RM or 27H or any other small lightweight reel.

So this spring give flounder fishing a try. Prepare your tackle well in advance and fish in those areas that are known to produce so that valuble time isn't wasted. Always keep your chum flowing and if you begin to run low, pound the bottom every 10 minutes or so. Check your hooks frequenly to see if some wise guy flattie has robbed your bait. When the fishing gets slow, experiment by changing your rigs and never underestimate your own creations. I suspect there are plenty of flatties out there just waiting for some new techniques to come along and interest them.

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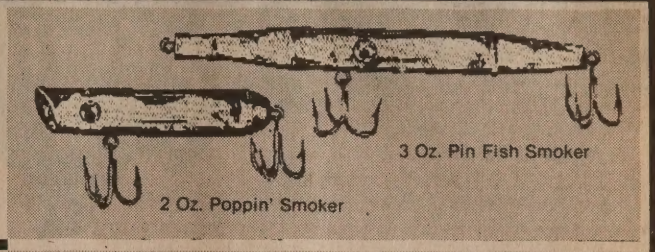

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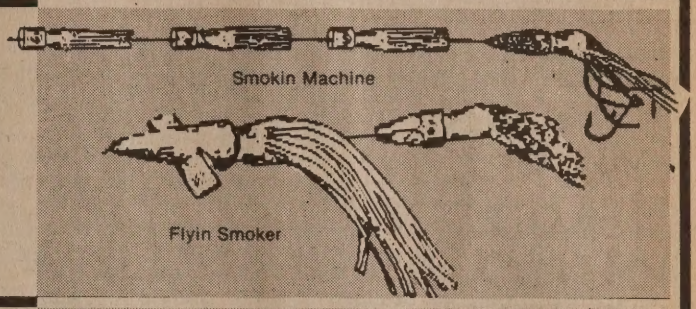

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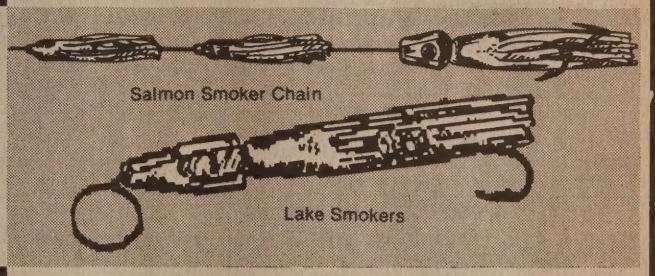

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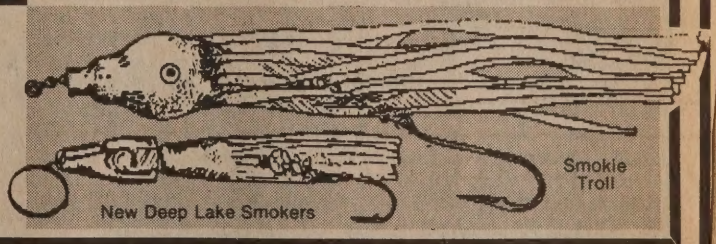

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Travel Log

By Ken Freel

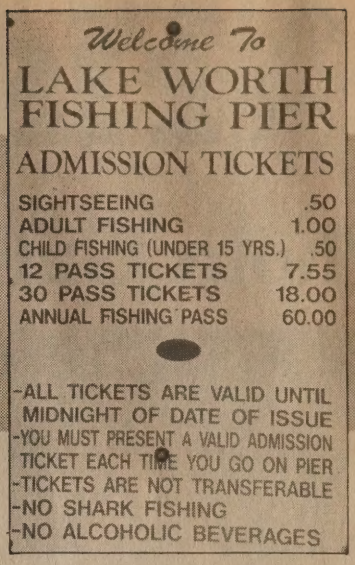
Two young lads proudly display some spring run blues taken from the pier.

Most fishermen who head to Florida during Spring Break or Easter, don't often think about what fishing pier they'll want to try when they reach their destination. Instead, thoughts of sailfish only a mile off the beach at Singer Island or bonefish on the flats of Islamorada dance enticingly within every fisherman's head. But sometimes, even in sunny Florida, the weather calls the shots or the fisherman may simply be too hard pressed for time to get in on the "glamour" types of fishing that certainly are available. So, what's a person to do? The smart fisherperson will go in search of a pier.

Florida is loaded with fishing piers that offer much more than you might think. Jack crevalle, cobia, kingfish, tarpon, grouper, mackerel and bluefish are just a few of the many types of fish that are taken regularly by pier veterans. Since there are literally dozens of piers on both sides of the coastline, it would be impossible to cover each one here. So let's take a look at four piers that are located within easy reach of people flying into two of Florida's busy airports: West Palm Beach and Miami.

On the beach of Lake Worth stands the 1,000-foot-long Lake Worth Pier. This pier did have a T-shaped end but a tropical storm in November of 1982 demolished the end portion of the pier and today it stands without the cross "T." Still, the pier reaches out where

Florida Piers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no surfman can get to from the shore. This pier is open 24 hours daily and has a tackle shop for those who might need gear or bait.

Owner Ted Rougas was quick to show me his photo album and it was impressive. A tarpon of 98 lbs was taken from the pier along with an 81 lb. grouper, 45 lb. cobia and 30 lb. kingfish. These big fish are not caught regularly, but are by no means a rare occurrence either. Ted also remarked that for land-based fishermen, "Lake Worth is the closest point of land to the Gulf Stream and this pier brings you 1,000 feet closer."

Sardines and finger mullet are the stable baits and from mid-December through the end of May, cobia, permit, snook plus bluefish and mackerel rule the pilings. Bottom fishing is also productive from this pier with sheepshead and blue runner caught on live shrimp providing the bulk of the action. The cost for a day of fishing will run you $1, plus any bait that you may need. It's a bargain that's hard to beat.

In the Miami area there are three ocean piers that serve Dade County: two are commercial operations and one is a municipal pier.

The Haulover pier extends into the ocean over 1,100 feet. It's 1,103 feet long, to be exact. The pier has a tackle shop and rents gear. Standard pier gear consists of a 6 foot rod of medium to light action combined with a good quality spinning reel that will hold 300 yards of 12 pound test. The most prevalent fish throughout the winter and spring include mackerel, bluefish, kingfish and jack crevalle. Sardines and pilchard are used for bait. The cost to fish from the pier is $2. It surely will not put a dent in your vacation budget.

A few miles north in the community of Sunny Isles is the Newport Pier. This pier reaches out over 1,000 feet and it, too, gives the angler a chance at some excellent seasonal fishing for blues, mackerel, kingfish and crevalle. Again, the $2 daily fee is more than reasonable. This pier will offer tackle services soon, but as of this writing the tackle shop is not yet complete.

The municipal pier is located in Miami Beach. This pier offers good fishing, but it lacks the gaffing and tackle servics. It is strictly a "bring your own" type of pier. If you hook into a big fish here your only chance is to attempt to walk the fish into the surf. Smaller fish can be swung over the rail.

Tackle for pier fishing can vary as much as the fishing opportunities do. If you seek the bottom species which generally run 1 to 3 pounds, then light action rods of 6 feet combined with 12 pound test line and a spinning reel will do fine. However, when big kingfish are passing through (as they do in the fall and spring), you will need to toughen up with a medium action rod of 6 to 7 feet plus a reel that can take the sizzling runs that these fish will make when hooked. Most fishermen use spinning tackle with 20 pound test line to handle these speeding kings. Ten to 20 pound king mackerel are taken regularly from most piers.

Along with kingfish, pier-goers can frequently catch bonito along with barracuda and the occasional cobia. Barracuda are often regarded as trophy stealing bandits as anglers who are too slow in gaffing their catch may be surprised as the weight of the hooked fish suddenly feels so much lighter. More than a few pier veterans have had a chance to watch a barracuda in action, only to bring the head of their catch up.

Barracuda frequent piers because of the excellent cover the pilings give. This same attraction brings the smaller fish which the barracuda feed on. Any hooked fish that is struggling is fair game for these saltwater master predators.

The standard gaff on most piers consists of a large treble hook attached to a rope. The angler places the "gaff" beneath the hooked fish and attempts to impale the fish before it breaks off or is smashed by an alerted barracuda. This can be an anxious moment, especially if you have a big fish on and can't get the gaff into position to bring it up. The stories of the "big fish that got away" may have come from a pier angler who saw his prize slip away after a well fought battle. Such is sometimes the way of pier fishing.

Pier fishing can be enjoyed by the whole family at minimal expense. Piers are ideal, too, for the fisherman who suddenly gets the urge to fish or is strapped for time. So the next time you head down to the Sunshine State and find the weather has just wiped out your plans for an all day charter, don't despair. A ride down to the beach may reveal a beautiful expanse of fishing oportunity that could just make your day. As Lake Worth resident Don Norris says, "If the weather's bad, just give it a few minutes and it'll change." If it does, head for the nearest pier and you may get in on some quick fishing fun. You really can't lose.

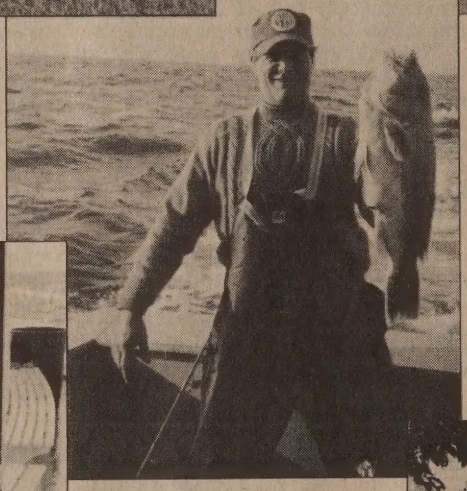
Lake Worth Pier . . . . . (305) 582-9002
Haulover Pier . . . . . (305) 947-6767
Newport Pier . . . . . (305) 949-1300
Miami Beach Pier . . (no number avail.)

THE Fisherman

Photo Gallery

Harold Vollmer displays the huge tiderunner weak he caught on a live snapper in the state channel near Zachs Bay on September 16th. The giant yellowfin weighed 16.8 pounds at Combs Bait and Tackle in Amityville.

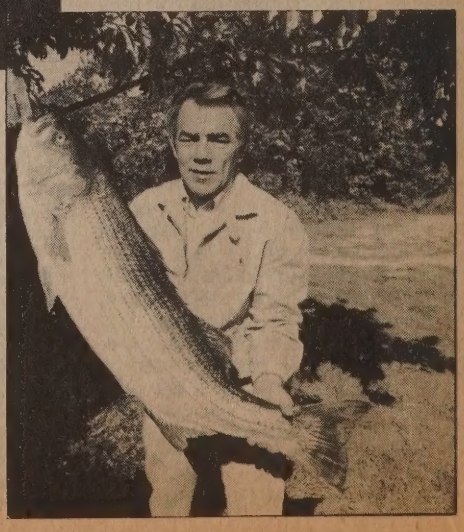
John Michael Golz displays a school bass taken at Montauk Point in early October. The fish, which grabbed a bucktail, was quickly released.



Terry Stewart with a bulldog of a blackfish taken aboard the Orient Point charter boat, "Tuna." The monster tog weighed in at 13.2 lbs.

This trophy striper was caught by John Keily during a full moon charter aboard Captain Bob Rocchetta's Montauk based, Rainbow.

Twelve year old Michael Orlando with a couple of blues, including a 15 lb. pool winner taken last November aboard the Sheepshead Bay open boat, "Flamingo III."



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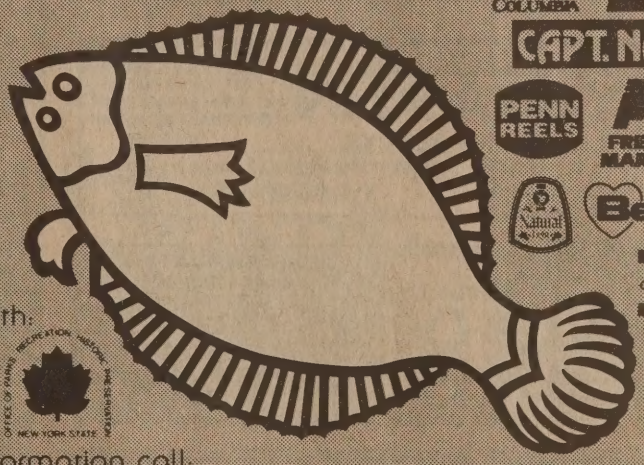

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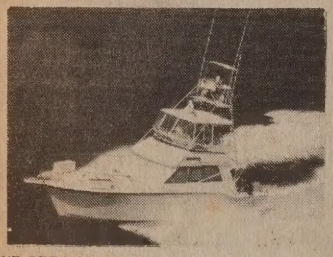

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East End Report

with Mrs. Lorry Mangan

Winter returned with a vengeance on Sunday, the first day of spring, cancelling most planned fishing trips, and caused an early return by many who did venture out. Many trips were cncelled on Saturday, due to an ominous weather report that proved to be a false alarm. However, catches of cod continued high during the week preceding the cold snap and flounder were reliable in the Quogue Canal system.

MONTAUK

Anglers on the charter boat **Vivienne** averaged approximately 40 codfish per trip, even though weather forced several trips to return early. Captain John De Maio reported a lot of cod around, fishing many inshore spots. Saturday's charter at the Cartwright Grounds with George Williams and his cousin Jimmy resulted in 37 cod by noon. Most fish were in the 8 to 10 lb. range, with the largest 20 lbs. All cod were caught on bait.

Captain Steve Mauss called to tell us that the **Kraken III** is now in its berth at **Captain's Cove Marina**. Call him at (718) 296-5430 for information on spring charters for cod or flounder.

Because the forecast predicted severe weather conditions, Captain

Ken Burkhard and Charlie Johnson with 69½ lb. yellowfin they caught back in July out of Shinnecock. Photo courtesy of Molnar's Landing.

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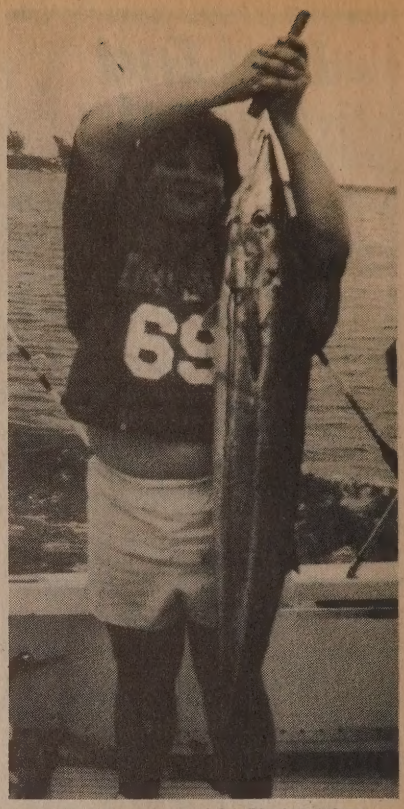
Jay Rigano cancelled Saturday's planned charter on the **Lori-Jay**. When calm weather prevailed, Captain Jay and his friend, Stret, whose boat "Wake" occupies a neighboring slip at the **Star Island Yacht Club**, decided to try their luck at Block Island. The pair left at 12:30 PM, returned just after dark with 36 school size cod plus three over 20 lbs. All cod were caught on diamond jigs and jelly worms in shallow water.

The boat, **Bluefin I**, which can take charter groups of up to 10 anglers, will begin fishing in April. Call Captain Tom Fay for charter information.

Captain Paul Forsberg reported catches of 100 to 150 small cod per day on local **Viking** cod trips, with the pool winner usually around 10 or 12 lbs. On Saturday, 22 anglers caught 110 cod, fishing near Block Island. On Sunday, while pulling anchor near a wreck off Block Island, it was discovered that a "ghost net" had fouled in the anchor. Ten people (crew and fishermen) managed to haul in about 1,000 feet of drifting gill net which was loaded with live, dead and rotting fish, mostly dogfish with three cod. The net was brought back to Montauk.

The next **Viking** Valley of the Giants trips are scheduled to sail on Friday, March 25th and Monday, April 4th. There are some spaces open on these trips. Call the office for information and reservations.

The **My-Mate** will start fishing the beginning of April. Ask Captain Joe McBride about his "Spring Special" for cod and flounder.



Sixteen year old Christopher Niklarz hefts a 62 lb. wahoo that he decked during a recent visit to Nassau in the Bahamas. Subscriber photo.

King Wayne was able to sail everyday last week, with average catches of 60 to 90 fish per trip, including 4 to 10 blackfish per day. Highlighting last week's catches was the 35 lb. cod caught by Montauk resident Paulie Stein. On Wednesday, Dan Matisic of Water Mill landed a 10 lb. blackfish. Dennis Gaviola took the pool on Friday with a 25 lb. cod. Saturday's charter of 13 anglers from the Stealing Time Saloon managed 75 cod. While the **King Wayne** is planning daily fishing for cod, it is necessary o to call ahead for reservations.

Montauk's first shark tournament of the year is scheduled for June 16th through 18th at **Star Island Yacht Club**, with total prize monies at $15,000 this year. Since entries received by April 15th will qualify for a special drawing for a $500 gift certificate, best call Sam at (516) 668-5052 for tournament details and entry forms.

SOUTH FORK

Thom Speckenbach saw many customers this past week heading for usual early spots such as Bullhead Bay, Three Mile Harbor, Northwest Harbor, Sag Harbor Cove and Red-

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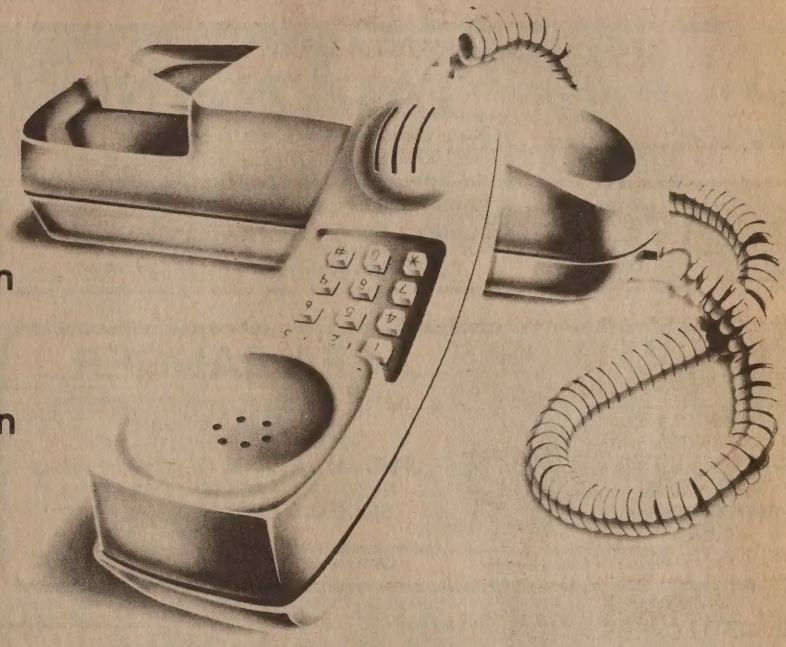

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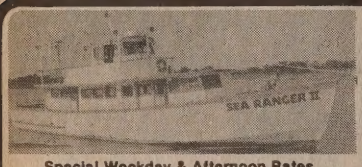

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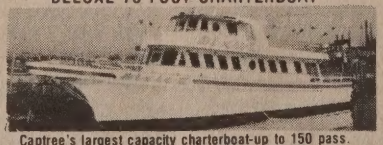

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wood Creek in Sag Harbor. Since none reported back to **Speck's Bait and Tackle** with their catches we can assume that either they were skunked, or on the positive side, perhaps caught so many that they did not want to report for fear that the spot would be overcrowded on their next trip! Verified catches did come from the Heady Creek area, of 4 or 5 flatties per person, however. Catches at the Shinnecock Canal were spotty during the week, with many small fish, but an occasional 2 lber. reported. Best bet still appears to be the Quogue Canal, from buoy 7 westward to buoy 4.

A chat with Lanny at **Molnar's Landing** revealed that the marina is all spruced up and ready for business. Although not much fishing activity has taken place yet, reliable sources indicate decent flounder action in the Quogue Canal. A few dock spaces are available at the present time—for **serious** fishermen.

South Shore Report

with Fred Golofaro

Good flounder fishing continued through most of the week and into the weekend, particularly for those boats working well to the east in Great South Bay. Unfortunately, Saturday's dismal weather forecast resulted in many anglers canceling their fishing plans. Sunday's snow squalls and gale force winds put the lid on that day's fishing.

MORICHES BAY & INLET

The only fishing station we were able to make contact with this week was **Tadsen's** in East Moriches. As expected, Ted reported that the weekend was a total loss as a result of Saturday's poor forecast and Sunday's snow, wind and cold. The last boat to fish from the station was on Friday when two anglers returned with 25 good sized flatties from buoy 23. One of the two anglers accounted for 24 of the fish!

GREAT SOUTH BAY/ FIRE ISLAND INLET

Flounder fishing took a beating on the weekend, according to Dennis Scognamillo of **J&J Tackle** in Patchogue. Most guys did not fish on Satur-

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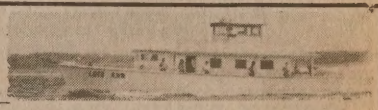

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Roman Vlock poses with a head shot of his first pool winner. The 35 lb. cod was taken aboard the "Speedy VIII" back in late December.

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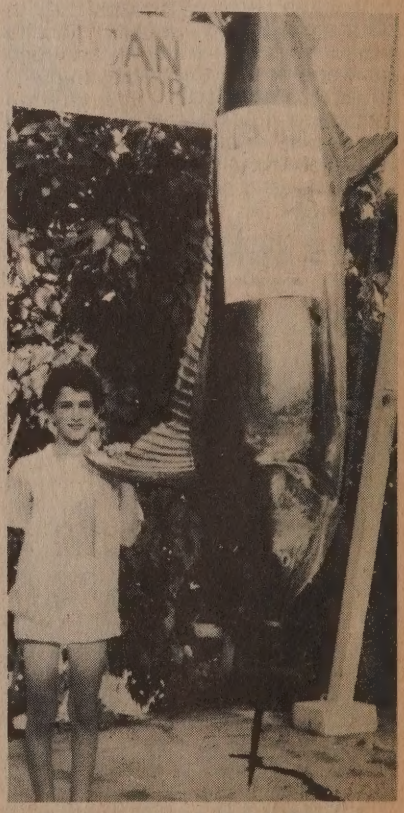
EDELMAN'S FIELD TESTER

day due to the ominous weather forecast, while Sunday's snow and wind cut the plans of most boatmen short. During the week, however, there were some good numbers of flatties coming from the Quogue Canal. Also some very good fishing in the local Bay with boatmen doing well south of Patchogue and Blue Point and particularly near Cherry Grove. A few flats being picked from local docks on sand and bloodworms.

Dave Canale at **J&R Sports Center** in Oakdale labeled the weekend a bust. Those customers he did sell flounder bait to never returned, while many stayed away altogether as a result of the weekend's wind and cold. Dave did know from a couple of customers that there was some very good action on the Captree open boats this week. Most have been working well east in the bay south of Sayville and Patchogue.

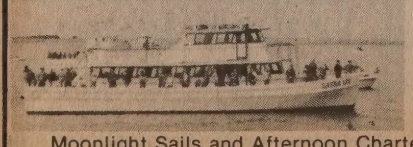
Another dismal weekend report came via Curt Delano at **Islander Canvas Bait and Tackle** in Oakdale. He had little in the way of flounder news due to the weekend's weather forecast which kept many anglers away and Sunday's wintry like weather. Those anglers who did stop for bait never reported back on their efforts.

Captain Neil Delanoy of the Bay Shore open boat **Laura Lee** called this the best March flounder fishing in 4



Eleven year old Brian Spector returned from a trip to the Virgin Islands with the memories of landing his first blue marlin. The big billfish weighed in at 301 lbs. Subscriber photo.

BAY SHORE



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years. Most days this week saw fares average 12 to 15 flatties per man with some of the better days producing average scores of 15 to 20 per angler. Neil noted that he has been working anywhere from Heckscher east to Patchogue and noted that there is a good spread of fish with some being taken on every drop. On Saturday, 24 fares had over 300 flounder by actual count. Sunday was another story with tough picking due to lots of wind and a period of heavy snow.

Over at Captree, the open boat fleet enjoyed a very fine week of flounder fishing with the best action well to the east. The only slow day reported by the fleet was Sunday and this was attributed to the extremely poor weather conditions.

Captain Carl Passaro of the open boat **Miss Captree** called the fishing for the entire week good to excellent, with the exception of Sunday. Most trips saw average catches of 15 to 20 flatties per fare. High hooks on some of the weekday trips were up into the 40s and there were also a number of anglers scoring in the 30s. Eighteen fares on Saturday counted 350 flatties for their efforts. Carl has been working south of Patchogue and found particularly good fishing with bigger fish on the Cherry Grove bar. Fish have ranged between 3/4 to 1½ lbs. Carl noted that weekday crowds have been light and the fishing excellent.

Captain Rod Westerlind of the Captree open boat **Captain Rod** called the flounder fishing very, very good all week including Saturday. Sunday's first drop was very good until the snow and wind came and put a lid on the action. Rod has been working south of Sayville and Patchogue and noted that there appear to be a load of fish in the bay and that they are well spread over a large area. Nice size fish dominate the current action which has been pretty hot. High hooks during the week were frequently in the 40s with many other anglers connecting with 2 and 3 dozen flatties.

Captain Ralph Green of the open boat **Miss Babylon** began his flounder season on St. Patrick's Day. His best day of the brief season was Friday, while fishing south of Sayville. Joe Lang put away 27 flatties, Tony Esar had 22 and Jim Harvey counted 21. Worms and clams were both effective on the fish.

From **Babylon Fishing Station**, George Stevenson had a late but very newsworthy catch of cod to report. Last Saturday saw Schuyler Watts and a crew of 6 friends trek off to the Linda aboard Schuyler's My Mary. They returned to Babylon with 60 cod up to 27.12 lbs. Concerning the flounder fishing, action had been good last weekend but lots of wind this week made for some tough conditions for small boatmen. George did know of some pretty fair fishing in the state channel near Gilgo and also in the bay east of Heckscher.

John Gattuso of **Augie's Tackle**

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Shop in Babylon labeled the weekend a blowout. Saturday's forecast killed the efforts of most boatmen while wind, cold and snow eliminated any serious attempts on Sunday. John knew of some fish being picked at Heckscher, and the Amity Cut during the week. Good reports continue to filter in from the east bay where most of the open boat fleet has been working. The village dock has been producing some small flatties, with a few anglers managing 2 to 3 apiece on worms.

From **Lindenhurst Bait and Tackle** Mike Andreani reported that Bill, Bob and Bernie aboard the private boat, If, chose to ignore the dire weather forecast and opted instead to run east in the bay on Saturday. They anchored up south of Sayville on the south side of the bay and went to work with clams, mussels and worms. When they were through nearly 70 flatties from 3/4 to 1½ lbs. were hauled aboard. Mike said that many of the fish were near the one pound mark. Mike added that some flatties were also taken this week at the Amity cut and Squaw Island and he had secondhand reports of a few flatties being taken from the docks at Captree and Jones Beach. No reports from local docks, however.

Jimmy Schaefer at **Charlie's Bait and Tackle** in Lindenhurst reported some fair flounder catches being made at the Amity and Babylon Cuts and Fox Creek, but noted that the best scores appear to be coming from well east in the bay. Still some good numbers at Quogue also. Dave Duffy returned from there during the week with 40 flatties. He topped the catch off with a hefty 2½ lber. Speaking of hefty flounder, the current state record flattie, a 7 lber, taken by Doc Grell, is now on display at the shop. While you're there admiring this outsized flounder, you might also want to look into Charlie Schaefer's new secret fish catching formula. According to this veteran old-timer, his liquid scent formula is guaranteed to catch more fish or your money back.

Ralph Angelillo at **Z-Crab Tackle** in Copiague noted some decent catches of flatties being made at Massapequa Cove and the Amityville Cut this past week. He looked over a fine catch of 40 flatties to 1.7 lbs. made in Massapequa Cove by Squaw Island Fishing Club member Bill Biscardi and a

Bob, Buz and Tom with fluke to 5 lbs. taken last September in Merrick Bay. Subscriber photo.

friend on Saturday. Prior to all the wind, Ralph had heard talk of some really good codfishing on the offshore wrecks. For shorebound anglers, a few flatties being taken at both Tanner Park and John Burns Park. White perch sharpies Bobby Frank and Al Smith did well last week at Sunken Meadow State Park

Pretty steady flounder action being found in the deeper holes of the state channel, according to Bob Rose at **Bob's Bait and Tackle** in Amity Harbor. Twenty to 24 feet of water appears to be the ticket. Some flatties being picked at the Amity Cut and Squaw Island also and a couple from the Tanner Park shore.

Frank Pristera at **Edelman's** In Farmingdale knew of several very good flounder catches made in the state channel near Gilgo this week. On Saturday Joe Paradiso had 40 to 2 lbs. there. On Friday, Frank Annabel and Rich Molton sampled the action with a brief stop at Gilgo. In just a half hour they put away 6 nice flatties to 1¾ lbs. Reports of very good fishing continue to filter in from the eastern reaches of the bay via open boat customers.

West End Report

with Stu Miller

Although the weather could have been better this past week, some decent early spring fishing was done and catches made both in and offshore, which portend a fish-filled season ahead. Some fair catches of big fat flounder have been made from party boats and from most of the fishing piers, while offshore cod remain quite viable, with pools into the 40s. Herring also continue to be caught mainly off the Magnolia Blvd. pier in Long Beach. If everything goes right, it looks like a strong flounder spring ahead of us.

WEST END BAYS/ JONES INLET

In Seaford, Lon at **Wanser's Bait and Tackle** had customers taking some flounder this week from Massapequa Cove, Ft. Neck Point, Jones Beach Piers, the bulkhead off John Burns Park and also off the Short Beach CG Station. Paul Kominski of Massapequa bagged 17 flatties Saturday, all decent size, at Massapequa Cove. Lon says he has plenty of worms and mussels in stock and is ready to roll.

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Bobby at **Causeway Tackle in Wantagh** told of picky to fair catches all this past week on the southeast side of Massapequa Cove where the grass catchers used to be and also at the piers. Mussels and worms work best, with the fish wanting that soft bait in the spring. Heavy chumming was, of course, important.

We hear from John at **Garan's Tackle in Merrick** that Wednesday, customers John and Pat on their boat Captain's Lady, gathered up 14 good flounder to 3 lbs. on worm and clam, fishing Jones Inlet. Two pals on Thursday had 20 flatties fishing just south of Massapequa Cove on mussels and clam chum. Fish were also active this week in East Bay off Nick's Point, with flatties hitting on the flood tide and also being active along the golf course. The JB Piers also yielded some flounder to 2 lbs. on mussel and blood worms.

Ronnie "Bunzi" Bauer, boss man at **Hudson Point Fishing Station** happily announced to us today that his wife Kathy gave him a prize-winning Valentine's Day gift a few week ago, a 6 lb. 7 oz. baby girl, who they have named Rebecca. Best wishes to them all from LIF. Ronnie also said that this week's floundering was not quite as good as the week before, mainly due to the weather and moon tides. Best action seemed to be just before high slack in Jones Inlet, where one customer last week bagged 52 flatties. This week some flounder were picked in Haunts Creek and at the Jones Beach piers. Bunzi says what we need is a few warm sunny days for things to get going.

Out of Freeport, Skipper Mike

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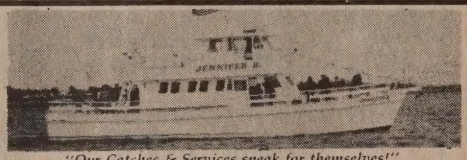

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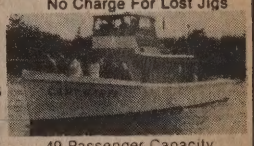

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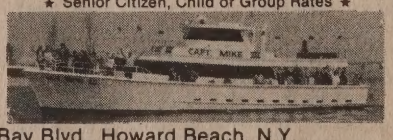

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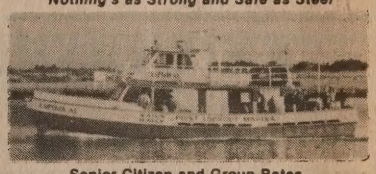

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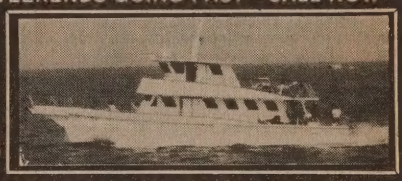

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Danon of the **Captain Lou Fleet** advised that on the full day boat, the flounder catches have been good to very good. Monday saw regular John Derosa with 35 and Friday, regular Morty had 31. Mike said the bigger fish wanted the mussel bait. Catches on the half day boat have been very good also, he said, with most trips taking 100 to 150 good flounder a trip, high hooks running from the teens to the 20s. Sunday AM, Nick Rossetti had 12 flounder plus the pool, while Ricky Klein had 14 flounder in the 40 mile an hour wind and snow. Roughly 100 flounder were taken on the AM tri with mussels working best.

Ron Feuring at **Sea Isle Sports** said that on the fishable days fair numberf of decent size flounder are still being caught in the waters just east of Zachs Bay in the State Channel, with chumming a big factor.

We hear from the **Miss Freeport II** that on Saturday's AM trip, Dan Braigan of St. Albans took the pool with a 1½ oz. lb. flounder and on the PM trip, Smitty of Brooklyn decked a 2 lber. Sunday's AM trip saw Barbara G. of Howard Beach with a 2 lb. pool winner. The skipper said the weather has kept catches so far from being as strong as they will be shortly.

In nearby Point Lookout, Captain Bill Lindroth of the **Captain Al** said that despite Sunday's cold, wind and snow, fares totaled 30 cod. High hook was Pete Tu of Great Neck who had 7 cod and the 32 lb. pool winner. Long Beach angler Richie Smith was hapy with 6 cod and a blackfish.

Captain Mike Barnett of the **Cod Father II** called to say that Friday's trip for the Dennis O'Connell party had 45 blackfish to 7 lbs., 12 cod to 15 lbs., with all fishing done within 8 miles of the inlet. Mike says it looks like a great spring run of tog. Saturday for the Tom Fremgen group, 87 flatties up to 2½ lbs. were caught. Mike says he has plenty of flounder dates open for April.

Captain Walt of the **Miss Point Lookout II** felt that Monday was the best day of the week, with tide and winds putting a hurt on things somewhat the rest of the week. Frank and Bridget of Jackson Hts., totaled 47 flounder, Fransois Biscedia of Jackon Hts., 15, Bob Dowd of Flushing 14, Rogert Ploneis of Flushing 17, and Hank of Glendale 15. Tuesday through Sunday's catches ran 4 to 10 flatties a man, with the new moon tide really horsing. Walt said despite this, everything looks good for solid catches again once the weather settles.

Over at **Beckmann's Tackle in Lyn-**

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7A.M. DAILY
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3 Generations (over 40 yrs.) satisfying the fishing public!
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SPECIAL COD TRIPS!
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BLACKFISH
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Large Heated Cabin
Free Parking ★ Color T.V.
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Say you saw it in
THE FISHERMAN

brook, Charlie B noted a good boost in the flounder action in several additional areas this past week. Notable were the Pt. Lookout piers on the weekend with a few big thick flounder taken and also at the JB Piers. These shorebound catches were best when the anglers used chum pots. Herring continue to be caught at the Magnolia Blvd. pier in Long Beach, using mackerel trees with silver tubes.

NEW YORK BIGHT

To the west in Sheepshead Bay, we heard from Capt. Tom Palladino of the **Elsie K III** and the new **Elsie K Princess** that the brand new boat will be home at the dock from the builder at the end of March. The boat will not be sailing weekdays and the skipper asks that you watch his ad for details.

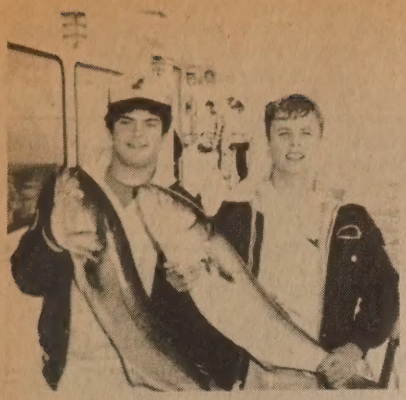
Captain Al Coley on the **Betty W. IV** noted that his special offshore cod and pollock wreck trip on Thursday for a special 10-man charter totaled 85 cod. High hook was 21 cod. Fish ran to 45 lbs. and there were a few 35 pounders mixed in. Sunday saw good catches of ling, along with blackfish to 12 lbs. There will be another special cod and pollock wreck trip on Sunday with a 50 man limit. The boat will be sailing at 2AM and advance reservations must be called in. See ad for details.

We hear from Captain Mark of the **Friendship III** that starting in mid-April he will be sailing giant sea bass trips to distant offshore wrecks swarming with big sea bass. Mark asks that you call for dates and reservations, which will be going fast.

See ad for details.

Tony Fish, dispensing news at **Mike's Bait and Tackle** directly across from the fleet, told of the catches of big blackfish which were very good this past week, along with some cod and ling mixed in at 17 Fathoms and local wrecks. The fishy one also spoke of decent flattie action in the Navesink but slow floundering locally.

Subcriber Tom Pritchett tells of a 4 and 7 lb. striped bass that he caught



Chris Persico and Luke Johnston, both 15, with blues of 13 and 12 pounds taken aboard the Sheepshead Bay open boat "Betty W IV" last October. The pair totalled 15 of the big choppers.

from the Christopher Street pier in Manhattan on the Hudson River, using sand worms. Tom says he got them about 4½ hours past low tide, otherwise known as high incoming and says it was great sport on light spinning tackle.

Word from the Howard Beach based **Captain Mike III** revealed a very slow start to the flounder season on Thursday, but a decent pick on Friday with Bob Gialonzo putting away 12 nice flatties. On Saturday's trip, John Guthrie had 17 flounder including a 2 lb. pool fish. Sunday saw fares manage a slow pick all day long despite horrendous conditions. Best results have been at Silver Hole and Grassy Bay, with the change of tide having an edge.

North Shore Report

with Marty Garrell

Despite terrible weather forecasts for the past weekend, Saturday's weather proved quite acceptable for anglers as well as flounder. Party boats opening their season in Oyster Bay did rather well in terms of fish per fare and a few anglers with private craft also found the early results satisfactory. The further east one fished, the colder the water and the slower the flounder fishing, but at least it's officially spring on the calendar!

WESTERN SOUND

Louie at **John's Gun** in New Rochelle was selling worms and frozen clams to Sunday's frozen anglers as snow flurries swirled about the shoreline. John DeCuffa at **Jack's Bait** on City Island felt that the small boats fishing off Larchmont were enjoying a decent pick with a few flatties taken by shorebound fishermen in the Orchard Beach lagoon. Deep water lobster pots had a few blackfish already!

The City Island party boats enjoyed a good start on Saturday, although crowds were put off by a brutal weather forecast. By Sunday, the Arctic air mass indeed arrived, but the fishing still remained fair for shallow water flounder of 10 inches or more in Oyster Bay. Dom Cerbone found a good pod of fish tight to the beach on the **Apache** and brought home 26 flatties for himself. He said that Saturday's customers, 10 in all, filled their pails. Betty Anderson reported pretty much the same picture for the **North Star**. Fish are in the 1/2

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to 3/4 lb. class and when the boats are able to follow the oyster dredges, action should get even better.

Carl Giangrande will join the Oyster Bay scene with daily sailings of the **Reliable** out of Flushing this week. The **Klondike VIII** from New Rochelle has scheduled her maiden voyage for April 1st at 8AM.

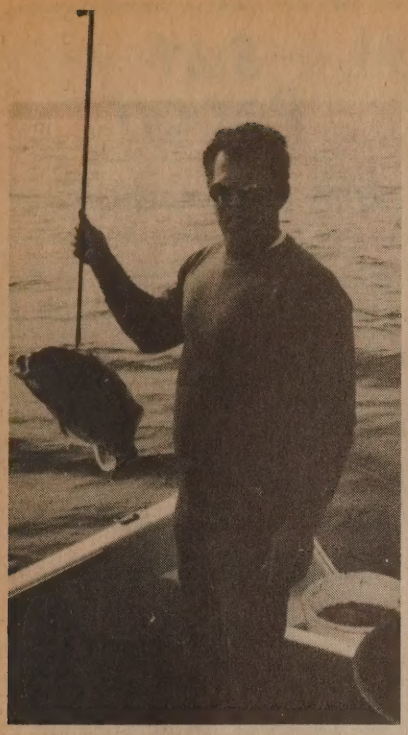
NORTH SHORE MID-ISLAND

Probably the best catch all weekend among small boat hardies on the North Shore was recorded on the tape of Jerry Cedar at **Huntington Prop.** On Sunday Carl McRitten had 25 keeper flounder, 4 fish over a pound and one 14 incher that went 1 lb. 4 oz. on hand scales. Cedar informed us that McRitten has been logging time on the Sound during most of the winter with this 18 footer; McRitten even caught some small cod off buoy 11B in February!

George Valentine at **Four Winds** in Huntington Station reported a catch of 20 fish over 3/4 lbs. on March 13th off Duck Island. The hardy anglers were Ed Metcalf and Marty Cohen. This weekend appeared much slower with most puchasers of worms headed for Shinnecock and points east on the South Fork. Mel Fleischmann at **Greenlawn Sport Shop** mentioned one nice catch of flounder in 20 feet of water off Ashroken and said that fishing from the Mill Dam Bridge in Centerport was pretty reliable. Terry Felton had a 13 inch flattie there on Saturday. Tom Bowman at **Bowman's** in Northport figured that 4 to 5 fish was a good catch off the bridge and that 6 to 10 made for a "great day." He advised anglers in small boats to try Lloyd's Harbor as well as Duck Island Harbor.

Lee's Sport Shop in East Northport is having its grand opening this month, according to owner Lee Young. The shop features a complete

"Danny" poses with a 43½ lb. striper caught at midday on November 2nd at Great Kills Park on Staten Island. The big cow, which took a bunker chunk, was weighed at Michael's Bait and Tackle on Staten Island.



Adam Klaus took this husky 9 lb. blackfish last season in Long Island Sound near Oyster Bay. Subscriber photo.

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line of bait and went through 5 flats of worms this past weekend. The shop is open from 6AM to 6PM on Saturday and Sunday and Young maintains a large selection of sportsmen's videos for sale or rental.

According to Fred Laager at **Edelman's in** Selden, the best news for flounder is coming from the South Shore. This report was dittoed by the **Rocky Point Fishing Stop**. Except for a small fish or two from Wading River Creek, there is nothing to report from that area. Carl Kruse weighed a 2-10 flattie at Rocky Point, but that big flounder came from an eddy near the Shinnecock Canal. **Ralph's Fishing Station** in Mount Sinai should have skiffs available after April 10, but worms, mussels and frozen skimmer are on hand right now.

Roy Cash of the **Port Jeff Ace** had a showing of about 30 flounder on his opening day Saturday for a group of 9 diehards. The day turned out to be a nice one as far as weather went, and the angling was in one of the backwaters of Conscience Bay and Setauket Harbor. The Ace will be sailing on her next trip this coming Saturday when the daily schedule for the season officially begins. Fred Mildner of the **Hawkeye** has a few dates left for April flounder out of Mount Sinai. He begins his charter schedule around April 1st.

NORTH FORK

One boat tried the wine-dark seas off Nassau Point on Sunday without results, according to Phil Loria at **Captain Marty's** in New Suffolk. Strong northwest winds made the outing a short one and the boat was unable to fish through the turn of the tide. The station is now stocking mussels for the Peconic fishing. Ed Kopack at **Warren's** in Aquebogue had a few reports of some small flatties taken in the Peconic River; he's stocking mussels and worms, too.

Ruth White at the **A.P. White Bait Shop** in Greenport told us that Larry Porter expect to begin the season with the **Brand X** around April 15th. The **Nancy Ann** has her first charters booked around then, and the **Prime Time III** seems to be headed for an April 23rd opener, according to Joanne Ciccotto.

Pete Izzo, President of the **North Fork Captains' Association** said that the group was doing quite well. They enjoyed booths and business at a couple of shows this winter and seem to be working nicely together. Izzo's own boat, the **BoAnne** will be starting the spring season around May 1st out of Mattitude Inlet with some charters. The open boat sailings should begin around July 1st and last through Labor Day. The first boat out of Mattituck this season will be the new **Captain Bob**, operated by Bob Ceglowski. His official opener is April 1st, but he should be doing some exploratory fishing this coming weekend.

Around the middle of April, Mattituck Inlet should come alive with rental skiffs as well. Both Charlie Caraftis at **Charlie's Mattituck Fishing Station** and Howard Petersen at th **Mattituck Inlet Fishing Station** will begin operations around April 16th.

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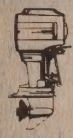

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Surf Report

with Fred Golofaro

As one might guess, this week's Surf column is short and sweet. The only news that might be of interest to the beach crowd concerns the Lilco outflow at Northport. Ralph Grandinetti fished the flow on Saturday night and reported using bucktails to take 3 bass to 10 lbs. His friend, Phil, managed a couple of fish the same night, also on bucktails.

Freshwater Report

with Tom Schlichter

With the changing weather and on and off snow showers that greeted the official arrival of spring this weekend past, it's little wonder that freshwater catches were unspectacular. Still, a few diehards did manage to scare up some fish. Hopefully, more seasonal weather will spark better action this week. Just a quick reminder: the largemouth and smallmouth bass fishing season closed on March 15th and all fish caught between now and the reopening of the season on June 4th, must be released unharmed.

At **Causeway Bait and Tackle, Wantagh**, Bobby Turturello reports anglers having a ball with crappie and yellow perch over at the Twin Lakes. "Spikes" have been the hot ticket. On the south lake, carp fishing is also getting under way and one or two bass have been plugged.

Don at **Garan's Tackle, Merrick**, confirmed the crappie and yellow perch action at the Twin Lakes and noted that the better scores have come from the south side of the south lake. Bassing is just getting under way with a few fish falling for Rapalas. Jimmy Johnson had a 5 lb. largemouth at the north lake over the weekend. A few carp have also been confirmed.

Fred Laager at **Edelman's Sporting Goods** in **Centereach**, informed us that Joe "Blazer" Modica snuck down to the end of Beaver Dam Creek where he managed several trout to 12". Across the Island, at Sunken Meadow Creek, Paul Tantello tempted a few white perch with small Al Feather's jigs.

At **Lindenhurst Bait and Tackle**, Tom Healy reported a rather quiet week with the only news concerning

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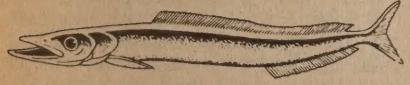

Tony Ferry, Bart LaMonica, Rich Piciocchi and Mike Totaro with a pair of king salmon to 40 pounds that were among a catch of 12 salmon, 4 lake trout, 2 brown trout and one steelhead taken last August in Lake Ontario. Subscriber photo.

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the usual catch of small trout at Bubbles Falls. Tom did, however, want us to let everyone know that the Long Island Stocking List is posted and the shop is gearing up for the opening of the freshwater trout season on Friday, April 1st.

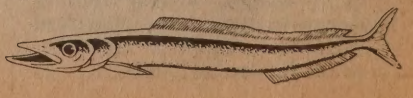
Across the street at **Charlie's Bait and Tackle, Lindenhurst**, we learned that Doug Orkwis of West Babylon caught and released a 16'' small-mouth bass while fishing at the Twin lakes in Wantagh. The smallie fell for a green Mr. Twister jig.

Phil Briggs had the pleasure of weighing in a 3.14 lb. rainbow trout this week at **J&R Sports Center, Oakdale**. The ''bow'' was taken inside Connetquot River State Park Preserve by Bob Viccari of Glen Oaks. Otherwise, Phil called the fishing a little quiet with just a few trout taken at Bubbles Falls this week. For those willing to pick through all the shorts, there is an occasional 2 to 3 lber.

Paul at **J&J Bait and Tackle, Patchogue**, didn't have all that much freshwater information to pass along this week. About the only action of note was a catch of yellow perch at Cannon Lake. Marabue jigs were responsible. For those looking to wet a line this weekend. J&J now has night crawlers in stock.

Captain Cal Jenroy of **Western N.Y. Charters, Sodus Pt.**, gave a call on Sunday morning to let us know that the brown trout and steelhead are on the move in Lake Ontario and its tributaries. In the Salmon River and Maxwell Creek, egg sacs and spoons are the hot items for steelies while along the shore of Lake Ontario, browns should be receptive to Rapalas, Rebels and Bombers. Changing color patterns until you find the right combination seems to be the key. Usually, orange or chartreuse win out. Anglers without boats can get in on the Lake Ontario action by working any one of a number of shoreline piers. From these locations, Little Cleos and egg sacs are the best choice. Captain Cal reminds that the 1988 ELSO Tournament is scheduled to run from April 28th through May 1st and there will be plenty of cash and merchandise prizes awarded. Also, the Second Annual Lake Ontario Fishing Contest, with $57,500 in total cash prizes, will be held over the same weekend. If you would like to get an entry form for either tourney, send a self-addressed, stamped envelope to: Western Nw York Charters, Captain Cal Jenroy, P.O. Box 146, Sodus Pt., NY 14555. Be sure to indicate how many entry forms you will need.

Notice: There will be a stream cleanup project taking place at 1PM on Saturday, March 26th, at Orowoo Creek in Islip. Volunteers will meet in the northeast corner of Modell's Shopping Center on the south side of Sunrise Highway.



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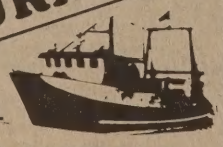

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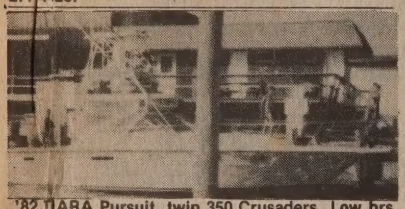
BOATS & MOTORS

1987 PRO-LINE 23' W/A cuddy, bracket, Yamaha 150-986. VHF, depth recorder. Full curtains. $16,50 or B/O. 516-487-5900 any time.

1987 MAKO 25 CC; Rainbow Runner II, 1984 Twin 150hp Merc V6 O/Bs, 1983 Shoreline EZ Loader trailer, T-top, rocket launcher, gin pole, outriggers. Full electronics. Rigged to the hilt. The ultimate fishing machine. $29,500. Eves, Wknds: 516-277-4426.



'82 HARA Pursuit, twin 350 Crusaders. Low hrs. Tower, chair, radar, SSB, auto pilot, Loran & more. Very clean. $65,000. 516-626-6958.

26' MAC KENZIE Cuttyhunk Bass Boat. New motor. Stern controls. $7500 or B/O. 516-324-2516.

Twin 1987 Mercury 150 XL O/Bs, w/props, tachs & extended 3-yr. warranty. Only 90 hrs. on engines. Both powerplants in Bristol cond. Will sell either separately or as pair. Priced right. Call John evenings to make a deal: 516-499-2288.

LUHRS Sptfish. glass, flybridge, head, galley, dinette. Sleeps 4. FWC, VHF. $8990. Days: 516-454-5462. Eves: 516-368-6155.

1986 LUHRS 340 w/J&T 8.2T diesels. Murray Bro. tuna chair, Rupp outriggers. Radar, Loran, chart recorder, color video recorder, SSB, VHF, CB Hailer, autopilot, ADF & much more. For compl. list of accessories & price, call Days: 212-538-7402. Eves: 212-549-1050.

86 21' PRO-line Walkaround cuddy, 86 115 hp Yamaha. Full canvas. $10,500. 201-656-6308.

60' CUSTOM BUILT Party Boat, 49 passengers, 100 miles. Can increase. 2 8V71s. Planking 1.5" Juniper. Excl. cond. Built 1978. New boat coming soon. Reduced for quick sale. $95,000. CAPT. JOHN, 15 First St., Waterford, Ct 06835; 203-443-7599. Make offer.

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Mariner Outboards; Dell Quay boats, Metzeler inflatables. NASSAU CYCLE CENTER, 516-931-7181.

MERCURY NEW 1986-1987. Outboards. All sizes. Phone quotes. ELECTRA MARINE, 610 Merrick Rd. Lynbrook. 516-599-3003.

BERTRAM 31' 1980. 400 hrs. Twin Cummins 504s. Radar, Loran, VHF & CB. Canyon ready & loaded w/extras. Call for info. $79,500. 516-586-7378.

1984 PRIVATEER 21', 125 hp Volvo I/O. Low hrs. 1986 Cox Tandem trailer. $9500. 718-327-5752.

1985 27' SPORTCRAFT FBSF, 255 Mercruiser FWC. Low hrs. Full electronics. Loaded. Ask: $11,500. 516-789-0585.

1985 22' MAKO, 1975 115 hp Johnson O/B. Lorance fish finder, 50 gal. fiberglass gas tank. Ask: $5800. 212-881-0500 Anytime.

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Grady White, Starcraft, Bayliner, Four Winns, Fisher, Blue Fin, Checkmate, Skeeter, Ranger, Mercury, Yamaha, Load Rite. All in one location. Over 400 boats in stock. HIGHWAY MARINE, Quakertown, Pa; 215-536-4721.

65' Steel Head/Charter GMs
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30' 1974 Columbia Tower, Perkins
30' 1986 Custom Blackwatch, bridge. GM Dsls.
34' 1974 Webbers Cove, Cat diesel
25' Blackfin, tower, 270 Crusader
43' 1984 Torres Canyon GM 6-92 TA
23' 1974/85 Seacraft I/B 300 hp
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NEW 1986 AND NEW 1987 EVINRUDES
2-$268; 4-$468; 6-$612; 8-$712; 9.9-$960; 15-$1100; 25-$1288; 30-$1388; 40-$1600; 50-$1958; 60-$2350; 70-$2600; 88-$2700; 110-$3250; 120-$3700; 140-$3800; 150-$4200; 175-$4500; 200-$4800; 225-$4800; 275-$6000. ELECTRA MARINE INC., 610 Merrick Rd., Lynbrook, NY 11563. Scott & McCulloch parts. FOB/H. WI. 516-599-3003. We ship anywhere. Phone quotes. Full service shop.

20' SEA OX 1985 Dual console, 1986 175 Yamaha. Humminbird depth/fish finder, VHF radio. Bimini top. Live bait well. 3 fish boxes. Immaculate. $15,500. Eves: 718-845-3615.

1972 LUHRS 32' F/G, T318 FWC 1985. Documented. Clean; loaded. $25,000 Neg. Mess. or Eves: 516-543-7725.

MFG 1977 19' Cuddy, 135 hp Evinrude, '86 trailer. Full canvas. DF, compass. Extras. Ask: $4600. 746-0259.

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LUHRS 340—offers more standard features than any other Sportfisherman in her class, incl. the welded aluminum tower, compl. w/console. In stock along w/290 & 342. Also dealers for Sportcraft, Chris Craft, OMC Sea Drive; OMC Stern Drive; Johnson; Mercruiser. SPELLMAN'S MARINE, 1708 North Hwy, Southampton, NY 11968; 516-283-7907.

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1986 VIKING Sportfisherman 35', twin Turbo Cats, tower. State-of-the-art electronics. Fight chair, Avon life raft. $145,000. Call for details, Eves: 914-769-7107.

1981 GRADY WHITE 204C Overniter. 175 hp Evinrude w/SST prop. 1981 Shoreline trailer, w/ bearing buddies & power winch. All mint cond. Boat incl. custom canvas, SW washdown, windlass, new dual batt., VHF, Lowrance X15 recorder. $14,500. Days: 718-493-3881. Eves: 718-743-6460. Irving.

SHAMROCK KEEL DRIVE I/Bs 17', 20' & 26'. Rampage Sportfisherman, 24-28'-31'-40' I/B. SOUTH SHORE BOATS, 516-288-2400; 516-378-3200.

1984 17' PROLINE center console, 70 hp Yamaha. Galv. trailer. All in mint cond. $6800. Eves after 6PM: 516-589-6599.

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WE'LL BEAT ANY DEALER'S advertised price: and service it, too! AL GROVER'S, Freeport, 516-378-0510.

1973 WINNER, 25' Sportfisherman, 302 I/O. Flybridge, head, full canvas. Bimini top. Sleeps 4. Depthfinder. $6400. Mitch: 516-472-9816.

1970 25' LUHRS 225 hp Chry. 2 VHF radios, new prop. New power winch. Heavy duty fiberglass hull, mahogany cabin. Perfect for fishing. Good running cond. $6000. 212-355-2758/252-2647.

CHRIS CRAFT 307K engine w/direct drive trans. 1972. Ran when removed. Good for parts. $325. 516-226-7587.

FOR SALE
1969 55 hp Johnson-$675; 1977 140 hp Johnson-$1800. Excl. running condition. 516-588-8024.

AQUASPORT 1982 19' 6" Center console 1983 Merc. 90 hp. T-top. Immaculate. Transom splash board keeps following seas out. Galv. EZ-Loader trailer. Original owner. $8800. Eves: 516-587-1841.

19' RENKEN 1983. New compass, fish finder & VHF. w/Trailer. $7000. After 6PM: 516-226-2707.

SEA RAY 210 Cuddy Walkaround 1982, 260 Mercruiser. Mint cond. Loran, video depth, stereo, VHF. New SS, Bimini, head w/pump out. $13,200. Days: 516-349-1741. Eves: 516-826-8324.

1986 BOSTON WHALER 22' Outrage. Twin Johnson 120s. Loaded w/factory options. Loran, VHF. Like new; w/less than 70 hrs. $27,500. 203-943-4532.

25' BLACK FIN COMBI
Custom tower, full canvas. 270 Crusader FWC. 2-Station controls, 120 gal. fuel. Documented. Electronics, radar, Loran, VHF, recorder. Good buy. 516-581-3308.

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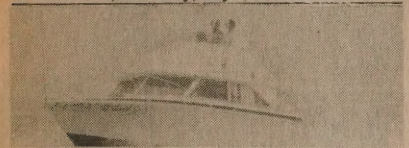
22' AQUASPORT Center Console, 1980, 235 Johnson, VHF, depth sounder. Much more. 22' Mako 1985, 235 hp Evinrude, VHF, casting platform, Bimini, helm & companion seats, spray dodger. Clean-$15,950; 26' Boca Grande-2 avail, 1 gas, 1 diesel. Both at close-out prices. Long term financing. STAR ISLAND YACHT CLUB, 516-66-5052. Montauk, NY.

1986 PRIVATEER 16' Bay Boat. Johnson 28 hp elec. start. Standard center console, fish box seat, washboard rails, teak doors, red hull. Must see. Dan, Days: 516-889-3574.

FORMULA 1978 26' S.C. twin 260 hp, VHF, DF, Loran, windlass, radar arch. $23,500. 516-361-6774.

FOR SALE BY OWNER: 1987 Fisher SV18GT Bass Boat. This Grey Thunder is fully equip. Meticulously rigged, safe, dry, stable. Runs 60 MPH. Engine has 75 hrs; full yr. left on warranty. Incl.: 1987 Yamaha 115 hp O/B, power trim, oil injec., foot pedal throttle, steering wheel mounted trim switch; built-in 25 gal. fuel tank. Matching Supertrail trailer w/mag wheels. Propack—2 aerated live wells, heavy duty trolling motor wiring sys., front instrument panel; 2 GNB deepcycle, 1 GNB SuperCrank batts., Motorguide 12/24 Brute trolling motor, foot control model. Eagle Mach 1 computer graph; Z-6100 LCG mounted forward; in-dash temp gauge; in-dash digital depth sounder, night lighting sys., fire exting., tool kit, spare tire & more. $10,500. Gary, days: 201-295-8600.



28' BERTRAM. Repowered w/twin 270 hp V18s. Rigged for fishing. Everything except radar. Excl. cond. $36,500. 201-368-3532.

1981 23' MAKO 1986 225 Evinrude. Best reasonable offer takes it. Staten Isl. After 6: 718-356-5769.

1973 28 BERTRAM FWC 225s, 2 VHF, CB, Loran, Dytek temp, speed. Hailer, outriggers, downriggers, gin pole, trim tabs, auto batt. charger, washdown. Much more. $32,000. 516-536-0842.

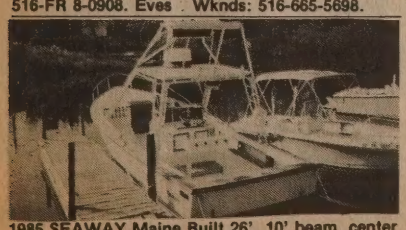
22' CRUISERS Barnegat 350 OMC. Full canvas. Tandem trailer. Very clean. $10,500 or Best. 516-546-6253.

1983 JC 31' Sportfisherman, V6 71TI Detroit diesel, 23 MPH cruise. 3-station steering, fish hole. Fully equip. With or without electronics. Upper $70,000s. 203-838-0503.

GRADY WHITE 1984 22' Seafarer Walkaround, 185 hp & 15 hp Johnson O/Bs. 110 hrs. Custom canvas, SW washdown. New dual batt., VHF, Lowrance X15 recorder, Raytheon 550 Loran. Top cond. None better. $22,500. After 5PM: 516-421-9401.

22' NORTH AMERICAN. Good glass hull for commercial or pleasure fishing. 1986 200 hp Black Max Mercury O/B-used only 2 months. Si-Tex Loran, 2 Furuno recorders, VHF radio. Ask: $8000. Jason: 516-668-3763.

1984 BOSTON WHALER 17' Montauk, 1988 90 hp Merc. 20 hrs. Trailer, 1987 electronics. Loaded. Boat & accessories extra mint. Ask: $13,500. Days: 516-FR 8-0908. Eves . Wknds: 516-665-5698.



1985 SEAWAY Maine Built 26', 10' beam, center console, Atlantic tower, dual controls, 260 hp FWC I/B. Full keel, radar, Lorans, temp. Custom lockers. Rigged to fish. Mint. Loaded. Must see. $47,000. 516-766-3347.

GRADY WHITES

1979 Grady White Chesapeake 21' 2'', 260 hp OMC I/O-$11,800

1974 Grady White Sportsman 19' 1'', 1975 85 hp Johnson-$4750

1981 Grady White 204 Fisherman 20' 4'' 82 140 hp. Loaded-$8900. Like new.

1978 Grady White 204C W/A cuddy, 83 150 hp. Loaded. Like new-$12,950.

PRIVATEERS

1984 Privateer 18' Closed Bow, 1984 Johnson 60 hp-$6950

1985 Leftover Privateer 18' Bay Prowler FWC 130 hp BMW-$9900

1979 Privateer Roamer 20' 2'' center console w/new Johnson 120 hp-$8995

1983 Privateer 21' 6'' center console Volvo I/O 125 hp-$11,500

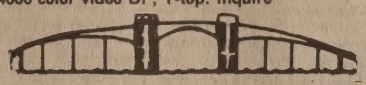
1985 21' 6'' Privateer center console, 140 hp loop Johnson w/Johnson kicker, T-top, pulpit, r/hs & outriggers, Loran, VHF, graph D/F, sprayhood coolers, etc. Warranty. Inquire. Details: 718-327-3088

OTHER USED BOATS

1973 Marquis Caribbean 18' 9'', 1973 115 hp Johnson-$3995

1985 Pro-Line 20' 6'' center console. Springfield bracket. Closed transom 140 hp Evinrude 1+2 extend protection to 89. Loaded boat. Inquire

1979 Stricker 26' Volvo TAMD 40, radar, Loran, VHF, Si-Tex paper rec. W/L Helm chair, King 4060 color video DF, T-top. Inquire



EDDIE'S MARINE SERVICE CORP., 210 Bch. 2nd St., Lawrence, NY 11691; 718-327-3168.

Alura 30

SPORTFISH Cruiser 30' by Luhrs. Full keel design. 6' 4'' cabin w/galley & head. Huge cockpit. Introductory special $41,350 w/240 hp. FOB. SOUTH SHORE BOATS, 516-288-2400; 516-378-3200.

1986 ALBIN Sport 27, Large cockpit, head, galley, dinette. Sleeps 3. 100 hp diesel, cruise 11-12 kt. Very economical. Radar, Loran, color video, 5'' recorder, temp. gauge, 2VHFs. Ask: $42,500. 914-423-3595.

AQUASPORT 246 CCP 1981. Bought new in 1983. Like new & loaded. 225 hp Merc O/B. Low hrs. Icom M80, Lowrance chart recorder, depth finder, compass, dual batt., live well. Custom T-top. Custom canvas. Outriggers; plus many extras. $14,900. 212-549-3700. Eves: 914-779-2396. Ask for Matt.

13' SUNFISH, new sail, mast, daggerboard & rudder. $600. 516-698-7981.

CHRIS CRAFT 25' Tourn. Fish. Twin V8, new in '84. Bimini, tabs, VHF, Loran, riggers. Much more. Safe, dependable, fast. $14,000. For more info, Eves & Wkdns: 516-957-9531.

28' BERTRAM S/F

Fully equip., twin 8.2L Detroit diesels, Lee riggers, fight chair, S/S gin pole. Fishing rigged. Trim tabs, custom interior. All electronics incl. depth recorder, SW temp, hailer, speed/log & loran. Full encl. Excl. cond. Economical & fast boat. SW wash, tackle locker, halon, refrig., microwave. Day: 914-225-4242. PM: 914-225-4641.

1974 21' CRUISERS 1984 155 hp Evinrude w/SSP. Galv. tandem trlr. Full camper canvas, Porta-Potti. $6950. 914-358-3231.

JORGENSEN Skiff, 27', 225 hp FWC. Loran, VHF, CB. Offshore equip. Ask: $4500. 516-581-4560.

1976 AQUASPORT 17' Center Console, 1984 90 hp Mercury, power trim & tilt, SS Prop, 1985 7½ hp Merc. Aux. Cox trailer. Spray hood, dual batt. & switch, P.S.I., compass, tach. Garaged. $8000. Days: 516-226-9030. Eves: 842-4169.

USED & Remanufactured Parts & Motors. Lower units, power packs, starters, crankshafts, props, etc. KELLY'S OUTBOARD WORLD, 516-567-3417.

RECREATIONAL JOY! 1978 16' Starcraft Bow Rider, 65 hp. Tilt trailer. Excl. cond. Many extras. $3450. Eves: 585-8591.

26' SAKONETT Bass Boat, mahogany. Built 1969. FWC Isuzu diesel installed 1983. Rear controls. VHF, depth finder, washdown pump & more. $10,000. 516-549-BOAT.

25' C-HAWK w/Cuddy, SS rail, 96 gal. fuel tank, 1988 150 hp Suzuki, SS prop. Windshield wipers, bilge pump, 4 rod holders. CG Pkg. FOB. $19,300. Financing avail. 17'-25' Center Console also avail. JENSEN MARINE, Copiague, NY; 516-226-9739.

GRADY WHITE Trophy 25' 1983, twin 150 Evinrude O/Bs. Trim tabs, Loran, depth finder, water temp, VHF radio, gin pole, new plastic, 223 gal. fuel. SW washdown, live well & F/W sink. Dual batt. w/switches. Full instrumentation. Ultimate fishing boat. $38,500. Eves after 6PM: 718-268-0438. Days: 1-718-463-7160.

PRIVATEER

PORT OF EGYPT, Southold, 516-765-2445.

SUZUKI®

Super Sale! 150 & 200 hp V6s w/SS Props. First w/ oil injection. 2-200 hps. Also in stock. JENSEN MARINE, 516-226-9739.

1987 STAMAS 19' center console, full instrumentation, dual batt. w/selector switch, 1987 Mariner 135 hp O/B w/pwr trim, S/S prop. 1987 Shorelander trailer w/elec. winch, spare tire, trailer jack. All w/extended warranties. $15,500. 516-731-1601.

28' NAUSET, Downeaster 1979. 1986 240 hp Perkins diesel w/trans. 350 hrs. Radar, auto pilot, 2 Lorans, 2 VHF, 2 depth/fishfinders. Temp gauge, Halon sys., fight chair. Tackle Locker, V berth, head & more. Excl. sport fishing boat. $45,000. 201-928-9471.

1986 SEA OX 23' Walkaround cuddy, 200 Yamaha on bracket. Hardtop w/full encl. Outriggers, trim tabs. Live bait well, dual batt., electronics. Ask: $24,995. 718-847-0276.

MR. OUTBOARD INC—USED FISHING BOATS

Mako, 1982 25' twin 150 Mercs., T-Top, spray hood, full electronics-$19,500

Mako 1984 22', 235 Evinrude, radar arch, tandem trailer & winch-$18,000

Sea Ox 1981, 23' center console, 1983 235 Johnson-$9200

Regal 1981 24' Cuddy Cabin. Rebuilt 260 Merc.-$11,000

Answer 1982 21' cuddy cabin 1985 200 Mariner-$7900

Bayliner, 1985 19' Trophy 125 Force & trailer-$7995

Wellcraft 1981 25' Offshore, 260 engine-$11,000

MR. OUTBOARD, 516-589-8513.

1980 COBIA 15', 1984 60 hp Evinrude, Trailer. $2900. 718-845-6176.

FOUR WINNS 1984 19' Bowrider. Mint. Trailered. 90 hp Merc. Pwr. Tilt & trim. Pwr. winch, CB, depth finder. Full canvas. $8100. Day: 516-781-4307.

1985 MERCURY Outboard, 75 hp. Controls, cables, spare prop. Two 6 gal. fuel tanks. Very low hrs. Mint cond. $2100. Eves: 516-735-0376.

Continued On Next Page

GRADY WHITE 87 Tournament 19'. Full canvas, DF, VHF, compass, 2 new batt. All lines & equipment. 87 Yamaha 115 hp. S/S prop, 87 galv. Shoreline trailer w/brakes. Electric winch, spare tire. Less than 20 hrs. Mint cond. $18,000. 516-752-0816.

MERCURY OUTBOARDS

YEAR END Clearance on all 1987 motors at below wholesale prices. 2 hp-220 hp in stock. BAYVILLE MARINE, 516-628-8686.

1984 24' PRIVATEER Chesapeake cabin, 305 Mercruiser I/O. Full electronics. Shoreline trailer. Loaded. $19,000. 914-632-1627.

25' BERTRAM Convertible, repowered 1985 T/470 Mercruisers. Full electronics. Canyon ready. Mint. Must Sell. New boat ordered. $22,000. Gary: 718-738-7183.

24' 1986 GRADY WHITE Offshore, 225 Johnson w/185 hrs. Hardtop, full enclosure. Loaded w/ options & top line electronics. Mint. Turn-key. B/D. 203-388-3328.

1979 MAKO 25' Center Console, twin 150 hp Mercs. Full Biminis, trim tabs, hydraulic steering. Loran, paper recorder, digital depth finder, VHF. With trailer. $16,800. 516-269-9397.

1987 BAHA Sportfish 28'. Canyon rigged. 11' beam, flybridge, twin 220 hp FWC. 15 hrs. on motors. Turn Key operation. $39,990. 516-842-2255.

22' SISU Bass Boat, 115 Evinrude. Low hrs. Bimini top w/full side curtains. Aux. 12 gal. gas. $7500. Eves: 516-698-2326.

1985 STEIGER CRAFT 21' Chesapeake cabin. Totally rebuilt 200 Merc. O/B. VHF, depth sounder, chart recorder, custom rod holders, windows, compartments. Outriggers, downrigger. More! Like new. $20,000 or B/O. 516-324-9336 or 324-6739.

1976 20' 4 GRADY WHITE C.C. 200 hp Johnson, T/T, Bennett tabs & extras. Comes w/galv. trailer. All mint. $7500. After 6PM: 589-6281.

19' MAKO 1984 115 hp Merc. Si-Tex recorder, galv. trailer & extras. Mint cond. Best Offer. 516-765-5509.

1986 AQUASPORT 17' C.C. Osprey, 1986 75 hp Oil injected Merc, PT&T. Vhf radio, compass, 10 rod holders. Rack stored year-round. Dealer serviced. $8000. 201-339-2760/867-6590.

THUNDERBIRD 19' '82 115 hp J ohnson, '76 Cox trailer. Humminbird 4ID fish finder. Plus many more extras. Excl. fishing & water skiing boat. $2200. 516-385-1487.

1979 GRADY WHITE 204C 1979, 150 Evinrude, lets than 200 hrs. Dealer maintained. X-3, Maxi horizon VHF, CB. Dual batt., filter, enclosure, extra tunnel cover, 1/2 swim platform. $10,000. 718-834-0076.

31' COLUMBIA II. Twin CM655 TW diesels. Cruise 25 MPH. 15 gal. per hr. Loran, VHF, sea temp, CB, radar, constavolt. Fight chair, gin pole. Lee riggers w/spreaders. Teak cockpit & pulpit. Custom interior. $59,900. Dasy: 516-737-0505.

1987 SEAWAY 20' center console. Boat & motor manufacturer's Demo. Less than 10 hrs. VHF, depthfinder. Compl. inst. Powered by Suzuki 200 hp Anniversary Edition. Compl. w/deluxe trailer. Will deliver. Ask: $20,000. 201-534-5057.

33' CONCORD Sportfisherman glass, T350. Low hrs. FWC, 220 gal. monel. Sacrifice. $31,000. 516-546-6253.

26' SEA SKIFF, Offshore, Groverbuilt. 6 cyl. diesel. Original owner. Fully equip. for offshore. All electronics. Ready to sail. $23,000. Wknd. & Eves: 516-781-4575.

BLACKFIN 24' center console, 350 Crusader FWC. Outriggers, VHF, CB, 2 depth finders. Excl. cond. $18,000. 516-378-4621.

SEA RAY 26' 1984 Sundance, 260 Merc. Head, galley, free drop windlass. Swim platform, trim tabs. $25,000. 516-242-7135.

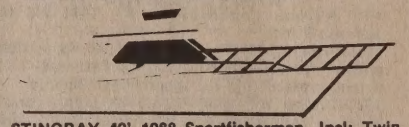
28' GROVERBUILT 1978, 120 hp Ford diesel, 2000 hrs. Loran, fathometer, VHF. Numerous builder options. Owner moving. $11,000. 718-238-8219.

83 21' PRO-LINER Walkabout cuddy, 115 hp Mercury. Excl. Cond. Cox trailer. Many extras. $10,100. Eves: 516-242-2205.

1976 MAKO 17', 70 hp Evinrude motor & 1984 Load-Rite trailer, elec. winch. $5000 Firm. 581-5308.

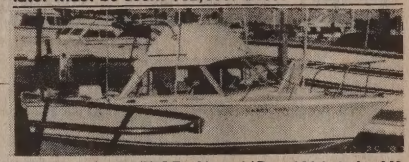
235 hp JOHNSON 1979. Good condition. Low hrs. 2 Props. $750. Eves: 718-723-5832. Days: 516-764-7712.

TIARA Pursuit 2500 cuddy, twin 1984 Johnson 150s, VRO, VHF, Loran. Stereo, recorder. Wash-down, canvas. Ready to fish. A great boat. $24,000. 516-546-1901.



STINGRAY 42' 1988 Sportfisherman. Incl: Twin Caterpillar 3208TA, 375 hp ea. 32,000 BTU AC w/ reverse cycle heating. 8 KW Northern Lghts generator, recessed trim tabs. Batt. charger, refrig.-freezer, stove, oven. Live bait well. Custom interiors. Much more. $199,900. 516-242-7135.

WELLCRAFT 1986 250 Coastal, twin 150 C/R Yamahas. Low hrs. Chart recorder, VHF, Dytek. Full canvas; winter cover. Many extras. Immaculate. Must be seen. $32,000. Eves: 718-278-8627.



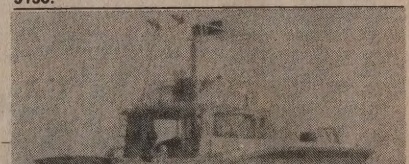
BERTRAM 25 FBSF. New I/Bs. 1984 twin V8 FWC. '67 hull in excl. cond. Loaded for offshore. All new electronics. Must sell! Offers. Days: 212-709-6630. Eves: 718-634-4075.

AQUASPORT 1981 19'X8', 115 hp Mercury, PT&T, VHF. Bow, stern cushions. Spare Prop. New full canvas. CG Pkg. Must be seen. Excl. $8500. After 6PM Wkdys: 516-728-8384.

81 MAKO 20 Center console, Evinrude 140. Bimini top, sprayhood w/connector. Loran, VHF, chart recorder, 68 gal. fuel cap. Dual batt. swt. Shelter Pt. Will Demo. 516-569-0376.

'54 CHRIS CRAFT 32'. Rebuilt twin 350 Chevy engine. Perfect running cond. Rebuilt carburetor & starters. AM/FM tape deck stereo. Sleeps 6. $3500. Eves: 718-846-5612.

1970 HIGH LINER 22' Center console, Volvo I/O. Clean. Shoreline trailer. Firm: $7800. Eves: 385-9156.



38' KULAS. Documented Sportfisherman. Twin 471s. Chairs, outriggers, generator, bait freezer, live bait well, electronics. CG equip. Well maintained. Charter/live aboard. $15,000. Additional equip. & tackle optional. 516-283-6715.

1984 MAKO 22.8 Cuddy Cabin. Low hrs. 200 hp Merc. VHF radio, Si-Tex recorder, flasher, Panasonic radio. Full canvas; winter cover. Shoreline galv. trailer. Many extras. Immaculate cond. Must see. $20,500. 516-889-3965.

1985 FORMULA by Thunderbird. 24' 2" SF I/O 260 hp. Low hrs. Windlass; many extras. Ask: $26,990. By Owner: 516-728-4317.

23' MAKO 1979, 235 hp Evinrude 1981, Deep-V, SS prop, offshore console, 124 cap., dual batts., 2 recorders, VHF, stereo, compass. Extras. Clean! Will trade for 20' Mako, Grady, Aquasport, etc. + cash. $11,700. 516-334-3453.

1986 25' GRADY WHITE Trophy Pro, twin 170 hp Mercruisers, H/Top w/enclosure. Every conceivable option, incl. rocket launchers, outriggers, Furuno color chart & Loran, Icom & Polaris VHFs. Full swim platform. More. Rigged for serious fishing. Only 100 hrs. $46,995. Offers. OCEAN SPRAY MARINE, 516-781-9878.

23' MARATHON Sunblazer, 225 hp Volvo. Sleeps 4. Galley, toilet, shower, camper top, VHF radio. Compass, depth finder, Halon fire syst. This boat is loaded & clean. In City Isl. 212-885-0182.

1974 20' MFG Center Console, 1986 120 V4 Johnson O/B. All extras included. $7000. 718-380-6379.

Two 318 Chryslers FWC w/transmissions. Left broken crank; right runs perfect. 475 hrs. $2500. 516-437-5310.

STARCRAFT 16' Unsinkable Alum. side console. New 84, 35 hp Elec. start Johnson. New 85; 60 hrs. on engine. Two 6-gal tanks, compass, DF, scanning handheld VHF. Lights, rod storage, galv. trailer. Like new; perfect fishing boat. Used in LI Sound & Peconics. $4200. After 4: 516-298-4570.

1985 CRUISERS Inc., Ultra vee 33', twin 350 hp Cruis. FWC. 60 hrs. 2/120 V syst. 3 batt., 1 head, H.C. press. water, fume dedct. VHF, DF, comp. eng. synch, frog. frzr, elct, alco stove, micro, ice maker, wet bar, stereo. Full canvas, swm. platfm. Trim tabs. New boat coming. $69,990. 798-4747. Wkdn: 567-7905.

BARR Replacement manifolds. Marine power inboards. LIGHTHOUSE MARINE, 516-722-3400.

BERTRAM 28' 1978 FBSF. Twin 228 hp FWC. New electronics in '84. Extra fuel. Canyon ready. Eves: 516-666-4184.

34' WEBBERS Cove Fiberglass Sportfisherman, Cat diesel, radar, Loran, recorder, VHF. Excl. charter boat. $30,000. 516-669-5708.

OMC 250 hp. New. Must sell. Ask: $2900. Day: 516-489-0940. Eves: 516-422-0880.

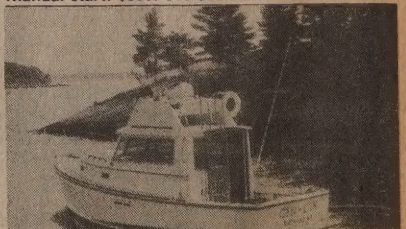
GRADY WHITE 22' 1985 Seafarer, 170 hp Merc I/O, 1987 25 hp Mercury kicker. Radar arch, radar, VHF, 2 depthfinders. Loran, emergency beacon, 15' outriggers. Calkins trailer. Plus more. PORT OF EGYPT, Southold. 516-765-2445.

25' GRADY WHITE 1977 235 hp OMC I/O. Si-Tex 356, VHF, outriggers. Much more. In water; ready to go. Ask: $13,500. 212-409-2647.

1971 BERTRAM 31 FBC. No engines. New deck. Needs to be rewired. Handyman special. $25,000 Firm. Only serious callers please. 516-728-4220.

GRADY WHITE 19' 1983 Tarpon, 1983 115 hp Johnson & 1977 TeeNee tandem trailer, canvas, depthfinder, etc. $11,500. PORT OF EGYPT, Southold. 516-765-2445.

1982 25 hp MERCURY Long Shaft. Low hrs. Manual start. $500. 516-567-2279.



CAPE DORY/28 FLY BRIDGE CRUISER
On Display At
PORT OF EGYPT, Southold, 516-765-2445.

1984 25' PRIVATEER, Twin 70 hp Johnsons. Full canvas, Loran C, Alpelco white line depth recorder, VHF, compass. Many extras. w/trailer. Ask: $13,500. Alan: 516-281-6450.

24' 1975 SEA RAY twin 165 Mercruisers, in/out, trim tabs, VHF, recorder. Sink, stove. Extras. $6500. 718-271-1656.

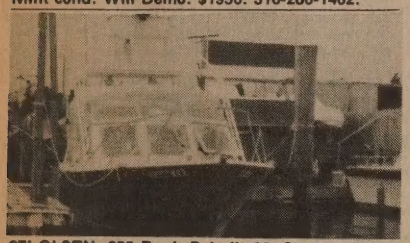
25' MAKO 1980, 1987 new factory powerhead on 1983 Johnson 235. Loran, Graph, digital depth, VHF, Sea Temp. Pulpit, anchor winch, leaning post, fight chair, riggers. Full canvas, cushions. Beautiful cond. $17,500. 516-889-0952.

30' CONCORDE, twin 215 Mercruisers. Excl. cond. Fully electronic. Call for details. $28,500. After 3PM: 516-795-3470.

1984 17' GAMBLER Center Console. '84 60 hp Johnson w/hydrafoils. '84 Galv. Roll-On trailer. Bait well, S.S., radio, DF, cushions. Extras. All mint. $6000. Eves: 516-226-1889.

40', twin diesel wood hull. Tuna tower, cockpit controls. Bimini, spare engine +parts. All CG equip. Many extras. Best offer. After 6PM: 516-728-1684.

1984 MERCURY 75 hp. Controls. 2 props. Low hrs. Mint cond. Will Demo. $1950. 516-286-1462.



27' OLSEN, 255 Ford. Rebuilt 86. Stern controls, Loran, VHF, temp. Outriggers, tower, 140 gal. fuel. Economical, ideal boat, inshore, offshore. $10,000. Days: 516-288-9126. Eves: 728-0895.

1980 35 hp EVINRUDE, long shaft w/controls. 2 Props. Excl. cond. $950. 516-842-5370.

FOR SALE: 1977 Chris Craft Cabin, 305 cu. in. FWC I/B Straight Drive. King 6" tape fish finder, trim tabs. Sleeps 4. $5500. Days: 212-798-0862. Eves: 212-543-6768.

32' LUHRS 1975 Sportfisherman, fiberglass. Commercially documented. Twin Chrysler 318s, 300 hrs. Pulpit, platform, S/S 1/2 tower. Full encl. 3 Fight chairs, electronics box, AM/FM stereo. Loran, 2 paper depth sounders, 2 VHF radios, Epirb, sea temp, quartz halogen, deck lighting, alarm sys., Halon fire exting. incl. Eng. Rm. system. Block & tackle for lifting eyes on tower. 10 Lees flush mount rod holders, outriggers, spare parts. Dock space for '88 season incl. Must sell; 2-boat owner. $32,000 Neg. 516-242-0529.

1980 45 CHRIS CRAFT
1986 46 Bertram
1969 45 Hatteras
1985 33 Egg Harbor
SEA JAC BROKERS, 516-728-4220.

BOATING EQUIP.

USED 1983 Engine. Mercruiser 230 hp. Good running cond. FWC w/Borg Warner 1.52:1 transmission. Can test run. $875 complete. 516-668-3565.

GM 350 c.i. FWC, 240 hrs. 2:1 trans. Complete. Runs perfect. $2000. 718-478-3542.

SS Props. 2-Mercruiser 13¾ x 21. Like new. Both $650 or trade for 19 pitch. 15x19 Chopper $275. Johnson/OMC 13x19 $175. 669-6660.

Engines: 2 - 1985 135 hp Chryslers. 145 hrs. Runs excl. $2000 ea. or $3500 both. 718-271-1656.

SPRING SPECIAL
Marine Batteries-$35; Mercruiser/OMC starters-$45; Mercruiser alternator-$55; Marine carburetors from $55. CRAFTSMAN, 516-752-1259.

SHORELINE 80 Galv. Trailer 19-21', 4000 lbs. Brakes, Brng. Buddies. 32 rollers, tongue jack. $1295. 516-826-4213.

BOAT TRAILERS: EZ Loader. All sizes in stock. Immediate Del. Priced right. Trailer hitches installed. SEAHORSE TRAILER, Glen Head, NY. 516-676-5313.

OUTRIGGERS: Pompanette bridge mount 2' stainless pole holders. Poles 22' aluminum. $450. 212-222-3325.

QUICKSILVER Stainless Steel Propellers. Two 14" diameter X 19" pitch wheels. Used only once. Fits Merc V6 O/Bs or Mercruiser stern drives. Original cost-$660; will sacrifice at $475. John, Eves: 516-499-2288.

BOAT TRAILERS FOR RENT: Single & Tandem Axle. Daily, weekly, monthly rates. Temporary & permanent hitches for sale or rent. BARN TRAILER SERVICE, 57-05 B'way, Woodside, NY. 718-426-7039.

TWIN CHRIS CRAFT 350 engines. Plus transmissions, new heat exchanger. $1500. Eves: 516-298-5510.

CUSTOM MARINE WOODWORK. No job too small: tackle lockers, instrument enclosures, consoles, bow pulpits, etc. Interior & exterior repairs & restorations. CUSTOM MARINE CARPENTRY, 516-623-1639.

RADAR, Loran, autopilots, VHF, SSB, fish recorders. Sales & Service most major brands. Custom installations. MARITIME COMMUNICATIONS INC., 377 Woodcleft Av, Freeport, NY; 516-623-4421.

FOR CENTER CONSOLE BOATS
Why get soaked? Protect yourself & your electronics for less than $2000. THE WEATHER BEATER, Box 7193, Garden City, NY 11530; 516-226-0496.

ELECTRONICS: Uniden VHF-$100; Decca-Racal #470 Radar-$500; Horizon LTD VHF-$150; King Loran #8001-$400; Humminbird Video CVS-200-$400; Vigil RM Radar-$1500. After 7PM: 914-225-4641.

COMPASSES—COMPASSES—COMPASSES
Remember, if it has anything to do with compasses at all, give me a call! Huge inventory of Ritchie compasses. Expert installation & adjustment. Authorized repair service. I also carry a complete line of binoculars, sextants, clocks, barometers. JENS JACOBS NAUTICAL SERVICE, 516-757-7169.

TUNA TOWER, Pipewelders, radar platform, Bimini, quartz lights, steering. Fits 11'-15' beam. Fight chair w/footrest. Dys: 516-226-9688.

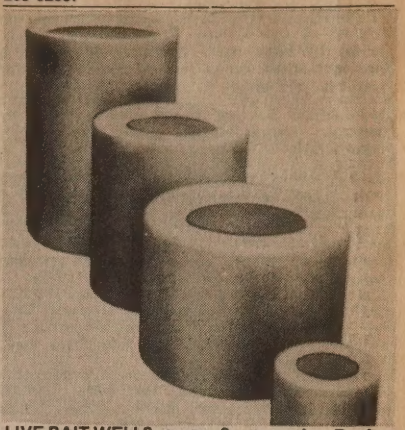
LEE Fight Chair complete w/cushions, cover, 2 rod holders, 2 gimbals, 2 stanchions. 914-633-9134

MISCELLANEOUS

POWER BOAT OWNERS: Learn safety, navigation, Loran, seamanship, radio. Also deliveries. Captain Larry Lewitt: 516-671-6066.

WANTED: Fisherman to share expenses. Boat at Montauk. Spring fishing, cod, flounder, etc. 226-4586.

BROTHERS BOAT CLEANING SERVICE
Washing, waxing, interior, exterior. Weekly, monthly, seasonal. Bottom painting. Spring, summer & fall services. Power washing, teak cleaning. Winterization; shrink wrapping. For free estimates, call the professionals. Tom or Phil: 516-265-0265.

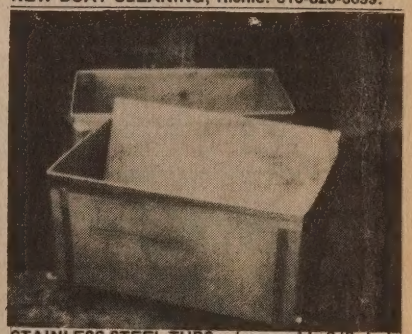


LIVE BAIT WELLS, pumps & accessories. For free brochure, send $.25 p/h. THE CADDY CO., 57 Bayonne Av, Dept. E, Central Islip, NY 11722; 516-234-0144.

BRONCO 1980, 6 cyl. 300 c.i. P/S, P/B, 4-speed stick, running boards, Michelin tires, alum. wheels, Emron paint. $6200. 516-361-6774.

FULLY LICENSED CAPTAIN: Available for water deliveries, boat handling & navigation instructions & trips. 516-795-4498.

BOAT CLEANING: Washing, waxing, interior & exterior cleaning. All types of cleaning service. Weekly, monthly, seasonal rates. Special spring open-up service. Call for free estimates. LIKE NEW BOAT CLEANING, Richie: 516-826-3699.



STAINLESS STEEL TUBS w/removable S/S drain board & side drain plug. 40"L x 30"W x 24"D. $250 ea. Call Chico at 516-242-7523.

DEALERS WANTED
Dealers wanted to sell Charlie Graves saltwater chrome fishing lures. Eves: 516-796-6304.

HELP WANTED: Seasonal work, March 15-Oct. 1st. Route driver for wholesale bait delivery. Ideal for semi-retired. Salary & days flexible. REGAL MARINE PRODUCTS, 516-385-8284.

MOTORS "R" US
MOBILE MARINE SERVICE: Mercruiser; OMC stern drives; Merc O/B; Evinrude & Johnson O/B. Repower, rebuild. Tune-ups, winterizing, shrink wrapping. 516-588-8024.

LORAN Numbers for 60 of the area's hottest wrecks, reefs & fishing spots are avail. on a 4"x5½" fully laminated card which is waterproof, durable & compact. Simply send $5 to: DE MAPO ENTERPRISES, 1204 Ave. U, Suite 1231, Brooklyn, NY 11229.

FREE ESTIMATE
Boat Windshield. Flying bridge; center console; cabins, hatches; sliding doors. Call Bob for a free estimate. 516-957-4743.

Continued On Next Page

HELP WANTED: Mate to work on new 46' Bertram. Some experience necessary. May 1st-Oct. 31st. Days: 516-371-1986. Eves & Wknds: 516-562-6441.

RETIRING Charter Captain. Offshore specialist, available for charter or private boat. Part-time. After 6PM: 516-728-1684.

ADOPT—6 month Pup. Fawn colored, short-haired, 18" high, male. Housebroken. Hunting & birding instinct strong. Needs fenced area for exercise. Very active. Found 2-24. 516-742-8014.

JAPANESE Swords & Daggers wanted by Collector. Paying highest prices. After 6PM: 516-475-0933.

HOUSE PAINTING: Interior & Exterior by Jack "The Painter" Murray. Let us paint while you fish. 516-273-0960.

MERCRUISER Sterndrives repaired & overhauled. Rebuilt outdrives for sale. Trim cylinders rebuilt. HIGHLAND MARINE, 516-587-7567.

EMPLOYMENT OPPORTUNITY: Licensed Captain, 100 ton inland license required to operate a 45 passenger Ferry on Great South Bay. Days, 10-4, Mon.-Fri.: 286-0327.

INSURANCE Boat, home. Low rates. Immed. coverage. Phone quotes. ROYAL BKG., Hauppauge, Jericho, W. Islip. 435-1666.

SURF FISHING GUIDE & TUTOR
NOW BOOKING FOR 1988 SEASON
Personalized Surf Fishing Instruction with Fisherman Editor & Surf Fishing columnist, Fred Golofaro. North & South Shores; Montauk. One or two anglers&day & night trips. All tackle supplied. 516-581-0077.

FISHING FOR TROUT: 112 pp. w/tips on spinning, fly casting, trolling & drift fishing for trout. Info on steelheads, lakers, sea run trout, browns, brookies & rainbow; bait rigs, lures, fly hatches. By Andy Gennaro. $4.95+$1 shipping. THE FISHERMAN LIBRARY, 1622 Beaver Dam Rd., Pt. Pleasant, NJ 08742.

FISHING TACKLE

CATCH MORE FISH—with superior designed saltwater rigs. Send for free catalog now! HUDSON TACKLE, Dept. I, PO Box 437, Kearny NJ 07032.

MUSTAD HOOKS
and other fine tackle at sensible prices. Free catalog. TERMINAL TACKLE CO., Box 427, Kings Park, NY 11754.

EXPERT Rod & Reel Repairs now at 20% off w/this Ad. LINDENHURST BAIT & TACKLE, 281 E. Montauk Hwy, Lindenhurst, NY; 226-9030.

FOR SALE: 4 - 80 straight Unibutts; 2 - 130 straight Unibutts. Like new. 14/0 Penn Senator filled w/130 lb. black dacron. Used twice. One spool of 130 lb. black dacron. Call/leave message: 516-326-2916.

#6 SPROAT Flounder Hooks. Hand-tied. 6/$1. AL KAPLAN, 35-63 80th St., Jackson Hts., NY 11372.

FREE CATALOG! Rod building supplies, line, leader material, lures, build your own lure supplies, mold, leadheads, connectors. Much, much more. WEST FALMOUTH TACKLE, Box 873M, West Falmouth, MA 02574; 617-548-0160.

REAL ESTATE

RENT FLORIDA KEYS Condo, Duck Key, 2BR, 2Bth. Fully equip. Week or month. Bus: 516-264-2202. Home: 516-598-1569.

JENSEN BEACH, Hutchinson Isl., Stuart, FL. 1BR Condo on the ocean. Rent direct from owner, save 40% of rental program rates. Summer rates in effect May-Nov. Pictures of everything. Eves: 516-789-5555.

MONTAUK: Beautiful cottages for Rent on the cliffs overlooking Ft. Pond Bay. In-between Harbor & town. Daily; weekly. 516-668-2071.

WATERFRONT Brooklyn Home. All modern; low taxes. New 2-boat dock, deck & bulkhead. Perfect retirement home. $280,000. 718-891-8346.

BEACH BUGGIES

1966 INTERNATIONAL Step Van: 18', 4-wheel drive. Sleeps 3. 200 qt. front mounted cooler. Needs battery. $2000. After 6PM: 516-273-0960.

1984 FORD Bronco, 302 V8. Bench seat, PB, PS, AC. Midnight Blue/Charcoal Grey. High mileage but well maintained by dealer. Excl. cond. $7800. 516-581-0077 after 7:30PM or Wkdns.

The Ultimate Beach Buggy: Aluminum step van camper, w/refrigerator, freezer, bath, 45 gal. FW, stereo, CB. Must sell. $3850. 516-728-2797.

—CLASSIFIED ORDER FORM—

COPY: (Please Print)

Send with Check or Money Order to:

THE FISHERMAN • POST OFFICE BOX 1994 • SAG HARBOR, N.Y. 11963

High Tide Tables

How to use tide tables: To compute the high tide for the area you wish to fish, simply find the closest area on the conversion table. Add or subtract the hours and minutes as indicated from that area station above. Example: Shinnecock Inlet . . . –0 50 is listed under "On SANDY HOOK." –0 50 means you subtract 50 minutes from the times given for the SANDY HOOK STATION for the day you are going fishing. This is the approximate time for the high tide in the area. For low tide, add 6½ hours to this figure.

DAY	SANDY HOOK AM	SANDY HOOK PM	BREAKWATER HARBOR AM	BREAKWATER HARBOR PM	NEW YORK AM	NEW YORK PM	NEW LONDON AM	NEW LONDON PM	WILLETS POINT AM	WILLETS POINT PM	BRIDGEPORT AM	BRIDGEPORT PM	NEWPORT AM	NEWPORT PM	DATE
THURS.	12:05	12:40	1:00	1:30	12:55	1:35	2:00	2:40	4:05	5:05	3:45	4:20	12:10	12:40	3/24
FRI.	1:00	1:40	2:05	2:35	1:55	2:35	3:05	3:55	5:25	6:10	4:45	5:25	1:10	1:45	3/25
SAT.	2:00	2:50	3:10	3:45	2:55	3:35	4:10	5:00	6:40	7:15	5:50	6:25	2:15	2:45	3/26
SUN.	3:05	3:50	4:20	4:45	3:55	4:40	5:10	5:55	7:40	8:10	6:50	7:20	3:15	3:45	3/27
MON.	4:10	4:50	5:15	5:40	5:00	5:35	6:05	6:35	8:30	8:55	7:45	8:10	4:10	4:35	3/28
TUES.	5:05	5:35	6:00	6:20	5:50	6:15	6:50	7:15	9:20	9:40	8:30	8:55	5:00	5:20	3/29
WED.	5:50	6:15	6:45	6:55	6:30	6:55	7:25	7:45	10:00	10:15	9:15	9:30	5:40	6:00	3/30
THURS.	6:25	6:50	7:20	7:35	7:10	7:30	8:05	8:20	10:35	10:40	9:55	10:10	6:20	6:40	3/31

On Sandy Hook

STATEN ISLAND	+0 27
ATLANTIC HIGHLANDS	–0 01
Red Bank, Navesink River	+1 48
Long Branch	–0 34
SHARK RIVER INLET	–0 18
Shark River Basin	+0 27
MANASQUAN INLET	–0 12
Seaside Park	–0 33
Mantoloking bridge	+5 34
TOMS RIVER	+4 37
Waretown	+2 33
BARNEGAT LIGHT	–0 20
Manahawkin Bridge	+2 33
Beach Haven	+1 47
LITTLE EGG INLET	–0 01
Seven Islands	+0 12
Graveling Point	+1 05
Mullica River	+1 55
Grassy Bay	+1 08
ABSECON INLET	+0 14
Atlantic City Pier	–0 26
Great Egg Harbor Inlet	+0 12
GREAT EGG HARBOR	+0 44
CORSON INLET	+0 09
TOWNSENDS INLET	+0 06
HEREFORD INLET	+0 02
Grassy Sound Bridge	+0 45
Cape May Harbor	–0 02
Rehobeth Beach	–0 07
INDIAN RIVER INLET	+0 41
SHINNECOCK INLET	–0 50
Shinnecock Bay	+1 25
East Quogue	+2 45
Shinnecock Canal	+1 18
Indian Reservation	+3 05
MORICHES INLET	–0 56
Smith's Point	+3 28
Hart's Cove	+1 30
Pontunk Point	+3 35
Mastic Beach	+3 28
FIRE ISLAND INLET	–0 38
Democrat Point	–0 38
Coast Guard Station	–0 19
Fire Island Light	+0 47
GREAT SOUTH BAY	
Sayville (Brown Creek)	+3 39
Heckscher State Park	+3 20
Bay Shore	+2 23
Babylon	+2 12
Amityville	+2 21
JONES INLET	–0 19
Zachs Bay	+1 25
Seaford Harbor	+2 05
Freeport Creek	+0 34
E. ROCKAWAY INLET	–0 06
Long Beach Bridge	+0 19
ROCKAWAY INLET	0 00
Beach Channel Bridge	+0 38
J.F.K. Airport	+0 26

On Bridgeport

Lloyd Point	+0 08
Cold Spring Harbor	+0 08
Bayville Bridge	+0 13
Eatons Neck Point	+0 03
Northport Bay	+0 03
Norwalk Islands	+0 10
Smithtown Bay	+0 08
Cranes Neck Point	+0 05
Port Jefferson Hbr. entrance	+0 03
New Haven Harbor	+0 08
Mount Sinai Harbor	+0 05
Herod Point	–0 07
Mattituck Inlet	+0 05
Horton Point	–0 20
Truman Beach	–0 42
Falkner Island	–0 13
Sachem Head	–0 10
Branford Harbor	–0 07
New Haven Harbor entrance	–0 08
Milford Harbor	–0 07
Stratford, Housatonic River	+0 27
Shelton, Housatonic River	+1 36
Black Rock Harbor entrance	–0 03
Saugatuck River entrance	–0 01
South Norwalk	+0 10
Greens Ledge	–0 01
Stamford	+0 04
Cos Cob Harbor	+0 06
Greenwich	+0 02

On New London

Orient	+0 36
Little Gull Is. (Race)	+0 12
Greenport	+1 04
Southold	+1 43
New Suffolk	+2 26
South Jamesport	+2 32
Shinnecock Canal	+2 33
Noyack Bay	+2 05
Sag Harbor	+0 59
Three Mi. Hbr., Gardiners Bay	+0 21
Promised Land, Napeague Bay	–0 14
Montauk Inlet	–0 25
Montauk Point, north side	–1 13
Niantic	+1 20
Stonington, Fishers Is. Sound	–0 33
Noank, Mystic River ent.	–0 23
THAMES RIVER	
Smith Cove entrance	–0 01
Norwich	+0 12
CONNECTICUT RIVER	
Saybrook Jetty	+1 10
Lyme, highway bridge	+1 24
Essex	+1 38
East Haddam	+2 41
Higganum Creek	+2 54

On Willets Point

Little Neck Bay	–0 10
Execution Light	–0 06
Manhasset Bay	–0 01
Hempstead Harbor	–0 11
City Island	–0 03
Rye Beach	–0 28
Port Chester	–0 09
Mamaroneck	–0 08
New Rochelle	–0 24
Davids Island	–0 02

On Breakwater Harbor

CAPE MAY POINT	–0 10
Miami Beach	+0 17
East Pt., Maurice River Cove	+0 53
Egg Island Point	+0 33
Cape Henlopen	–0 05
ROOSEVELT INLET	+0 09
Mispillion River entrance	+0 33

On New York

Jersey City	+0 07
George Washington Bridge	+0 46
Spuyten Duyvil, W/RR bridge	+0 58
Ossining	+1 53
Peekskill	+2 24
West Point	+3 16
Newburgh	+3 42

On Newport

Sakonnet	–1 10
Tiverton (between bridges)	+0 21
Beavertail Point	–0 02
Prudence Is., Sandy Point	+1 10
Bristol	+1 10
Warren	+0 21
Nayatt Point	+0 12
Pawtucket, Seekonk River	+0 21
East Greenwich	+0 16
Wickford	+0 12
Narragansett Pier	–0 08
Point Judith Hbr. of Refuge	–0 07
BLOCK ISLAND	
Great Salt Pond	+0 05
Block Island (Old Harbor)	–0 14
Watch Hill Point	+0 44

Sunrise/Sunset

DAY / DATE:	RISE:	SET:
THU. 3/24	5:57	6:17
FRI. 3/25	5:55	6:18
SAT. 3/26	5:53	6:19
SUN. 3/27	5:51	6:20
MON. 3/28	5:49	6:21
TUE. 3/29	5:47	6:22
WED. 3/30	5:46	6:23

Moonrise/Moonset

DAY / DATE:	RISE:	SET:
THU. 3/24	9:40AM	1:05AM
FRI. 3/25	10:40AM	2:00AM
SAT. 3/26	11:40AM	2:45AM
SUN. 3/27	12:45PM	3:20AM
MON. 3/28	1:45PM	3:50AM
TUE. 3/29	2:50PM	4:10AM
WED. 3/30	3:50PM	4:35AM

Moon Phases

NEW	1st Qtr.	FULL	Last Qtr.
4/16	3/25	4/2	4/9

The Original Knight SOLUNAR TABLES

The schedule of solunar periods below will help plan your day so that you will be fishing good areas during the time when the fish should be most active. The tables are not a guarantee you will catch fish, however.

The major periods begin at the time shown and last for 1½ to 2 hours thereafter, and are in the bold typeface. The minor periods are shorter in duration and the lighter typeface.

	AM Minor	AM Major	PM Minor	PM Major
Thurs.	4:05	10:10	4:20	10:35
Fri.	4:50	11:00	5:10	11:25
Sat.	5:40	11:50	6:00	—
Sun.	6:30	12:20	7:05	12:50
Mon.	7:30	1:20	8:00	1:45
Tues.	8:25	2:15	8:55	2:40
Wed.	9:25	3:15	9:55	3:40
Thurs.	10:20	4:10	10:55	4:35

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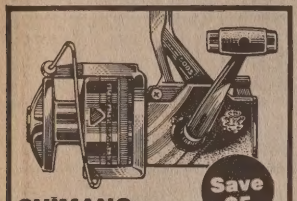
WORLD OF SPORTING GOODS

TROUT SEASON SUPER SAVINGS!!

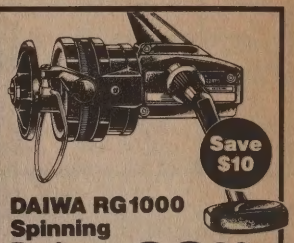
REELS & COMBOS



SHIMANO AX Series Ultra Light
Save $5
19.99 reg. 24.99

DAIWA GS 1355T Spinning Reel
Save $10
24.99 reg. 34.99

GARCIA 762GTI Spinning Reel
Save $8
26.99 reg. 34.99

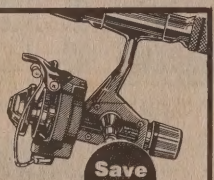


DAIWA RG1000 Spinning Reel
Save $10
29.99 reg. 39.99

GARCIA Cardinal Combo
19.99 reg. 24.99
353 reel; matching rod.
Save $5

SHAKESPEARE FY12 Fly Combo
Save $5
19.99 reg. 24.99
2528G reel; matching 8' rod.

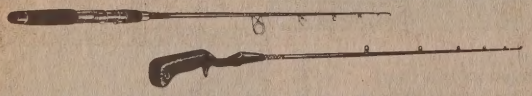
ZEBCO Spinning Combo
19.99 reg. 27.99
CS05 ultralight reel plus matching rod.
Save $8



SHIMANO AX100 Combo
24.99 reg. 32.99
AX 100 reel; Aero Glas® rod.
Save $8

MARTIN 381 Fly Combo
19.99 reg. 24.99
Factory balanced reel and rod outfit!
Save $5

GARCIA 752 Combo
26.99 reg. 34.99
Cardinal 752 reel; matching rod.
Save $8

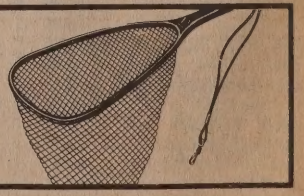


SHAKESPEARE Ugly Stik® Lites™ Freshwater Rods
Gutsy, responsive and 42% lighter.
31.49 sale price
23.99 after 7.50 mailed rebate

GARCIA Conolon Sensor Touch Rods
Choose from assorted lengths and actions.
9.99 TO 19.99
reg. 12.99 to 25.99

Entire Stock of MEPP'S Lure Kits
$2 OFF reg. prices

JEROS WN55 Trout Net
4.99 reg. 7.99
Durably made. Great value!
Save $3



MIKE'S Assorted Salmon Eggs
1.49 TO 1.99
reg. 1.99 to 2.49

JEROS Jumbo Split Shot Pack
1.49 reg. 1.99
Assorted sizes and weights.

EAGLE CLAW #51 Salmon Hooks
69¢ reg. 99¢
Sizes #8, #10, #12 and #14. Snelled.

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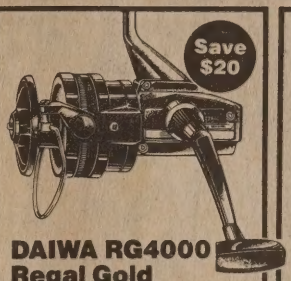
Save $15

PENN 500L Jigmaster Speed Cast Reel
29.99 reg. 44.99

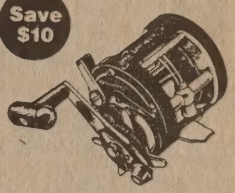
Save $27

DAIWA 4050 Wisker Graphite Spinning Reel
34.99 reg. 61.99



Save $20

DAIWA RG4000 Regal Gold Spinning Reel
39.99 reg. 59.99



Save $10

SHIMANO TSM100FS Triton Speedmaster Reel
49.99 reg. 59.99

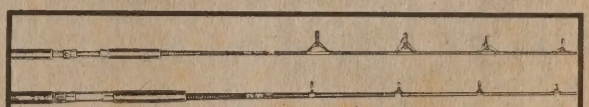
DAIWA 7050 Whisker Graphite Spinning Reel **34.99** reg. 69.99

DAIWA RG7000 Regal Gold Spinning Reel **41.99** reg. 61.99

SHIMANO TSM200FS Speedmaster Level Wind Reel **49.99** reg. 61.99

PENN/MASTER Rod/Reel Combo
Penn 9M reel plus matching master rod.
39.99 reg. 49.99

Save $10



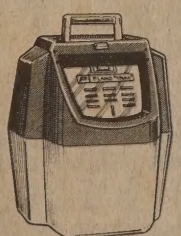
SHAKESPEARE Ugly Stik® Big Water Rods
39.99 sale price
32.49 after 7.50 mailed rebate

ACCESSORY SPECTACULAR!

ANDE Premium 1/4 lb. Spools
3.99 reg. 5.99
10 lb. to 60 lb. test.
Proven reliability!

Save $2

PLANO 800 Flo-Troll Bucket
Keeps bait lively!
6.99 reg. 9.99

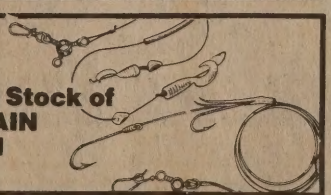


Save $3

JEROS Chum Pot
Gear up now and save 50%!
5.49 reg. 10.99

Save 50%

SAVE 40¢! Entire Stock of CAPTAIN NAPPI Rigs



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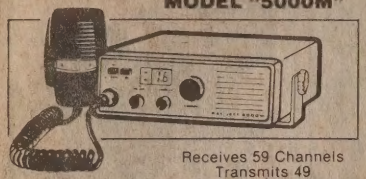

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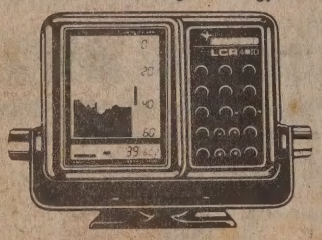

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YOKE TYPE II LIFE JACKETS
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Sale $4.69 each

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8 lb. - List $27.00 **Sale $12.95**

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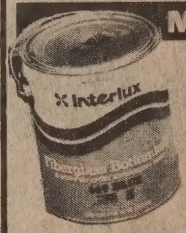

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BRADSON Boatyard Resin
Polyester resin specially formulated & double promoted to give you a tack free surface in a minimum of time. Guaranteed for 2 years of stability.
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40% OFF MARINE POLYESTER RESIN
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GR-700 TRAILER JACK
750 lb. capacity
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50% OFF **$38.95**

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BIA APPROVED 50:1 OIL
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Sale $9.95 case
(1 case - 12 pts)
LIMIT 4 CASES PER PERSON

85 AMP BATTERY
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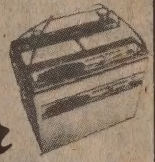
$39.95



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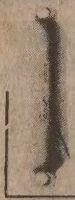

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Off-White & Blue

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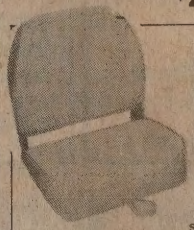
$219.95 pair



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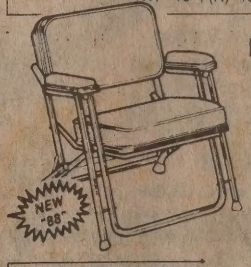
The ideal replacement seat for all fishing boats: durable, comfortable, and lightweight. Incorporates a vapor barrier encapsulating both seat with back rest foam, with "Woodlife" preservative, anodized heavy-duty aluminum hinges, and T-nuts for adding an optional swivel and pedestal. Marine grade vinyl is available in many colors. (W) - 16"; (H) -16¾"; (D) - 18"



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72" Platform Only	List $340.00	$179.95
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90" Platform Only	List $458.00	$239.95
18" Platform Outboard W/Hardware & Ladder	List $95.95	$54.95
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S/S Brackets for 72", 80", 90" are extra

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